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Page 54: many considered Jody Scheckter the favourite to win the Grand Prix. Why was his win almost logical?

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Our poster: Mario Andretti's Lotus 80, with and without bodywork.

162,000 copies of this issue have been published.

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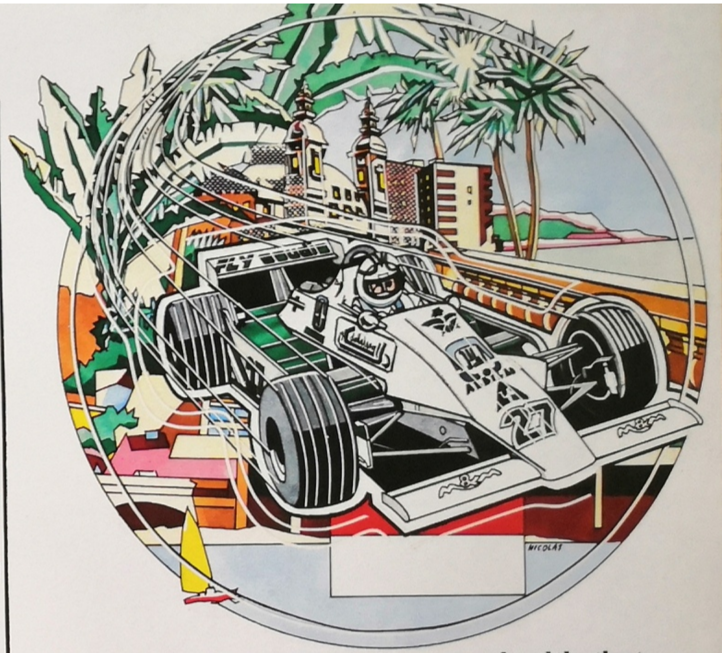
**IS ON SALE
10 DAYS AFTER
EACH GRAND PRIX.**



There were more drivers than usual with that bitter taste of bad luck in their mouths after the Monaco Grand Prix. Many of them were considering with gloom thoughts phrased in the conditional, starting with the obligatory, "if only..."

If only Jones had maintained his pressure on the two Ferraris, instead of damaging his front suspension?

If only Laffite hadn't been caught up in the bunch that brought him two pieces of bad luck: held up Lauda, and then hit by Pironi? And if only Depailler hadn't had almost exactly the same problems?

If only Mass hadn't been let down by his brakes?

If only Piquet hadn't had his gearbox fail?

And what if Villeneuve had stuck right behind Scheckter even longer?

The list of those robbed lengthened with every conversation on the evening after the Monaco Grand Prix. Jones, Laffite, Depailler, Mass, Piquet or Villeneuve could have come home smiling but didn't: lots of promise, yet nothing to show for it.

Only one person could feel ultimate satisfaction at the end of the day: Jody Scheckter. He drove intelligently without ever losing control of a difficult situation. Jody drove a race like the future World Champion he could become. The first half-season has finished in his favour.

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The paddock in Monaco

THE FRENCH GOVERNMENT HELP OUT LIGIER

For some time now, Guy Ligier has been saying that his initial budget for the season wouldn't be sufficient for the whole season if his cars were to continue being competitive. *"The season has been more expensive than we thought because our cars are capable of winning,"* confirmed Ligier. *"But that has meant extra effort to exploit that fact. Our mechanics spend more time working on the cars, we have to produce more replacement parts to guarantee reliability, we have to modify more parts on the cars. There are 32 people in the team, we really need another ten."* The French Government got wind of the situation. The Ministries of Youth and Sport, as well as those of Industry and Research have promised Ligier a subsidy of £250,000. Having obtained this subsidy, it is now up to Guy Ducarouge to earn it by drawing up a report relating motor sport to production car manufacture.

PROCAR: FI DIVERS DOMINATE

The first round of the Procar series at Zolder saw the retirement of nearly all the Formula One drivers, which helped Elio De Angelis save the day for them by winning on that occasion. So the scene moved to Monaco and this time the Formula One men were dominant from beginning to end, particularly Regazzoni and Lauda. The latter spent most of the time in the wake of his former teammate, but when Regga missed a gear two laps from home, Lauda nipped into the lead and headed for those BMW dollars. Fittipaldi took third place, but the driver that really stood out was Stuck who had a tremendous drive back up through the field after a spin, only to end his race in the barriers when an oil pipe exploded.

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FORMULA 3: PROST WALKS IT

Alain Prost took a virtually unchallenged win in his Martini-Renault in the traditional Monaco Formula Three race, watched by numerous Formula One team managers, and usually regarded as a stepping stone to Formula One. Even though the gap between Prost and his pursuer Pedersoli was never that great, the young Frenchman was never really troubled. The Brazilian Serra took third place after a good climb though the field.

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VILLENEUVE: TWO MORE YEARS?

It was written at the bottom of a Ferrari press release: *"our agreement with Scheckter and Villeneuve continues into 1980."* So that scotches somes of the transfer rumours that have already been doing the rounds. It's even been said that Villeneuve has signed until 1981. As it happens, both the Canadian driver and the Ferrari team should be happy with the agreement.

EXIT KAUHSEN

The Kauhsen won't be seen in Grand Prix racing again this year. The German constructor has told the FISA that his car seen (briefly) at Jarama and Zolder won't be entered in Grand Prix again. It must be said that the Kauhsen never looked particularly promising.

REBAQUE PROTESTS

Some people had to pre-qualify at Monaco. The Monaco organisers received 27 entries and could only practice 24 cars. We denounced this non-sporting system in our last issue, we don't believe it to weed out the least competitive cars. But the Rebaque team simply refused to take part at Monaco, explaining their reasons in a press release:

"Prior to the beginning of the 1979 Grand Prix season the Rebaque Formula One team received a telex from FOCA confirming the decision of the FISA (then CSI) that all drivers who scored points in the 1978 World Championship would not be required to pre-qualify for any races during the 1979 season.

"On May 8, the Rebaque Formula One team received a telex from the FOCA stating that all cars who had not scored in the 1979 Championship would be required to pre-qualify at Monaco, but on May 12 we were informed that non-FOCA drivers would be required to pre-qualify."

Because of these facts, a letter of protest was handed to Jean-Marie Balestre personally, but it was never answered. So the Rebaque team announced that they had no other choice but to cancel their entry for Monaco. However, they confirmed that they would take part in all future races in the 1979 Championship.

This was perhaps the only way of protesting against the pre-qualifying system, but it doesn't alter the fact that those teams that don't belong to FOCA are still getting the rough end of the deal.

SWEDISH PROBLEMS

The question was on everyone's lips: is the Swedish Grand Prix on or off? As far as FISA was concerned, the situation was simple, the Swedish Grand Prix had been cancelled. Even though the Scandanavian organisers had found financial support at the last mimute, Jean-Marie Balestre was very firm: *"An organiser simply can't cancel a race one day, and change his mind three days later. Formula One is a serious business."*

The FOCA attitude, according to Bernie Ecclestone, perhaps a little surprisingly, came down on the sporting side. But it seems that the decision has been made, and that there will be no Swedish Grand Prix. Yet there still seems to be some uncertainly, as though no one wants to really believe it. There aren't many teams who have cancelled their boat and plane bookings, or hotel reservations. *"The Swedish could be on, but there are so many political problems, consequently, you just never know,"* was a typical comment within the British teams, among the best informed. But all weekend, Jean-Marie Balestre confirmed and reconfirmed the cancellation. So the regulars left Monaco saying *"see you at Dijon"*. But really, some were saying to themselves, *"or perhaps in Sweden."*

A RACE, A MECHANIC: CHRIS LEWIS

They go to bed at the same time as the night-owls, and wake when the cock crows.

They work before, during and after practice session, assembling and taking apart the race cars throughout the weekend, and of course, during the week. Only during the race can they (perhaps) rest: providing something unexpected (and dreaded) doesn't happen, their role is to stay and wait. But they can't rest that much, they anxiously watch their cars in the race.

They are essential, yet mostly unknown. We will try, however, to write about one per race: their side has to be told.

Does he want to be at the centre of the action, or is he a wander by nature? Does he want to change his life, or does he simply like changes? The truth is contained in a small sentence that from Chris Lewis seems natural: "I just wanted to try living in France." And then he adds, slightly mischievously, but as much to justify his earlier comment" you eat and drink better in France than anywhere else in the World."

Chris Lewis is 29. He's tall and blond, and for the last three years, has brought a touch of a class to his team. Even though he's British, he left home, the home of motor sport too, and joined the Ligier team in France. "I was with Ensign before," he says. "It was a good team, but they didn't really have enough money to progress. I wanted to live in France, so I asked Gerard Ducarouge if I could join the team. At that time (the start of 1977), Renault hadn't come in to racing. But anyway, there are a lot of chiefs in the Renault team. I prefer a smaller team. So I joined Ligier and I enjoy it there."

It's not easy for an Englishman to live and work in France, it's another world. The Latin and Anglo-Saxon ways of life differ considerably. Chris Lewis, however, didn't find too many problems adapting. "I'm one of the team, I'm no different. I work with them and live with them without any problem. In fact I'm very happy linving in France, I've adapted very quickly, although obviously I spend a lot of time at circuits. When I joined Ligier, I spoke very little French, enough to eat in a restaurant and sleep in a hotel. But I speak a lot more now which is fine, I wanted to learn French. And my son is really good at it, he's almost perfect, nearly bilingual. It's good for him."

THE SPARE: NO PANIC

The language problem is of considerable importance in chris Lewis' job. Gerard Ducarouge may have only given him the spare car to look after, but that's for a good reason.

"When people speak to me slowly and quietly, I can understand everything. But during practice, when a car comes into the pits, there's always a moment of panic during which, in the heat of the action, you have to understand everything properly if things are going to go well. In such a case, if I failed to understand properly, I could do the wrong thing. So instead of risking a mistake, I work on the spare. I work alone, so there aren't any language problems. When the spare isn't being used, I help out the others."

It's no small job preparing the spare car virtually alone, but Chris Lewis was given the job because of his experience. "Now that Ligier are using Cosworth engines, I'm the only mechanic able to prepare a car alone. I'm used to Cosworth engines and Hewland gearboxes."

Chris Lewis gained his experience with Cosworths way back when he started in 1971. At that time he was with Brabham. Then he went into Formula Two with Rondel, before returning to Formula One with Graham Hill's Embassy team. Then he moved on to Ensign, working for Chris Amon first of all, then Jacky Ickx. Even now, chris admits that is is these two drivers who have impressed him most in his career. "Ickx was fantastic in the rain, incredibly quick. Amon was also good in his own way. He could feel what the car was doing, he knew it well mechanically. He was a real enthusiast, he drove the Ensign for virtually nothing."

The greatest disappointment as far as Chris was concerned was when Amon pulled out of the German Grand Prix at the Nurburgring after Niki Lauda's accident. "The car was ready to restart, but Chris didn't want to start. He saw the ambulances get to the accident very late, and he didn't want to risk it. So he pulled out. It was a great shame."

When you ask Chris Lewis what he thinks of Jacques Laffite and Patrick Depailler, the two drivers in the Ligier team, he replies by talking about their driving rather than their personalities. "Patrick is very good at setting up his car, rather like Amon was. He looks at the little details on the car, while Jacques tends to adapt himself to the car, rather than the car to him."

Chris Lewis has the good fortune to belong to a winning team this year, and has this to say on the subject: "You don't really have to ask if I'm happy in the team. From the moment that we were competitive, everything was OK." However, he's not going to spend his life in France. "I'm going home to England one day. It's mainly for my wife's sake. She's met one or two worthwhile people in France, but the Vichyssois seem to be very cold and reserved. We'll go back to England one day." But will Chris Lewis be able to leave the world of motor sport?

FLY SAUDI
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GOODYEAR

Alan Jones: two superb results have eluded him. Surely he'll win soon.

FLY SAUDI
ALBILAD
28
GOODYEAR

Clay Regazzoni: he's lost none of his touch, is happy to have a competitive car and is content to be second driver.

WILLIAMS: PATIENCE BRINGS REWARDS

A team manager: Frank Williams; a designer: Patrick Head; a driver: Alan Jones; and a car, the Williams FW07. With the help of Clay Regazzoni, this quartet have demonstrated both in Zolder and Monaco that they're about ready to cause a few upsets in the hierarchy. The ultimate goal is in sight for this English team. Yet Frank Williams is already thinking about 1980.

by Eric BHAT

''At the time, I was very sad not to win the Belgian Grand Prix, I should have won it, and because of a little problem, I didn't finish. It's always disappointing to miss out on a good result. But it didn't stop me being basically happy, something resembling impatience too which mixed in with the disappointment. I knew that my car was very competitive and I knew that I could lead a Grand Prix very easily, all things being equal. Yes, for sure, I'm confident that we will win a couple of Grands Prix, at least, we'll win a Grand Prix this year, maybe more if we can get the reliability in the car and the organisation. I think we've got the car to do it with.''

Alan Jones was showing a certain amount of confidence, but allied to fact. At the time, he was watching the Formula Three race from the sea, travelling around in a Chris Craft motor boat, lent by his sponsor. The last practice session, two hours before, hadn't been all that good for him. But Alan seemed to have forgotten his ninth fastest time and his contretemps with the Armco. He was relaxed and calm. He spoke in the manner which seems typical of him. *''I admit that I really like driving to race. When I've got a competitive car I enjoy it, when it's up to me, because the car is good enough. You know, just because I was seventh in the championship in 1977 doesn't necessarily mean it was my best year. The Shadow was uncompetitive, it was too heavy and slow in a straight line, but it was easy to drive and it was reliable. So I was always plodding on and I was there at the finish. But that wasn't too enjoyable, I didn't really have much of a chance of winning. With the new Williams, well, that's completely different.''*

PATRICK HEAD: NOT NEW TO THE GAME

Alan Jones never stops praising the qualities of his new Williams FW 07. We know that it's light and handles well, but Alan makes a third point: *''It's just a very uncomplicated car for the driver, but the quality of the car is basically the ability for me to be able to work with Patrick Head, to do things quickly, to get it tuned in fast. If you can do that quickly, then after the first session, everything becomes that much simpler for the second session and throughout the weekend.''*

Lightness, manoeuvrability, simplicity: these three words, magic in Formula One, constitute, however, the principal facets of the work of designers Patrick Head. In fact they characterise both of the cars that Patrick Head has designed by himself in formula One: the Williams FW06 and the 07. Perhaps it is surprising that Frank Williams gave this relatively ''new guy'' the responsibility of designing a Formula One Car.

''It's true, he'd never designed a Formula One car by himself before,'' admits Frank, *''but nevertheless, he had a lot of experience. He'd already worked with me for two years when I gave him the job of designing his own car. I knew him well by then, I had confidence in his capabilities. He'd worked for four years with Lola, and then two years with Ron Tauranac, before he joined me.''*

The first Formula One car from his pen was the 06, and that frequently showed that it was competitive last year, but not quite as impressive as 07's first races at Zolder and Monaco this year. Jones should

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Frank Williams caught a glimse of that final reward. Alan Jones too, seen here on the descent to Mirabeau.

have won in Belgium. The green and white cars were the Ferrari's only challenger in Monaco. If there's any justice, the FW07 will soon win. Frank Williams should get his reward soon. His patience won't have been in vain. That's the least his team can expect from the latest car.

I'm still not certain if we're that close to winning,'' says the English constructor cautiously. *''We still have a lot of development to do on the car to make it better, mainly on the aerodynamic front where the possibilities are considerable. I hope we've got enough time to do it all during the season. There's still a lot to be done.''*

CRACK THE WHIP

According to Alan Jones, the Williams team have to concentrate on finding reliability. *''It's stupid to lose races because of it,''* he explains, without the least bitterness in his voice. He simply wants to analyse what's happening in the team, and improve his chances. *''I don't believe in being lucky or unlucky. I think you make your own luck. In 1977, I finished seventh in the series with the Shadow. That was because we were reliable, I finished 90 per cent of my races. So we've got to get to that stage now with this team. As from this weekend, we're going to do something about the reliability. I think you'll see some changes, at least, I hope you will...''*

And this preoccupation rears its head again when Jones talks about the team. *''First of all Frank and Patrick are fantastic to work with and drive for. It's really tremendous. It's a pleasant team to drive for in terms of everyone getting on well with one another. Perhaps that's the problem, perhaps Frank is too nice a person. Maybe he doesn't crack the whip hard enough. We've got the equipment, the facilities, the workshop and the budget. We really should be doing a lot better than we are.''*

Dou you think then ,that Williams should be a harder boss?

''You know you have to crak the whip in every team, in business, everything, otherwise there's no point in having a boss. A boss is a boss.''

Various people have said that one of Lauda's qualities is that he's very demanding very hard. Do you think you should be the same ?

''Maybe the journalists said that, but what's Niki done this year, and last year? It's rubbish. I'm the driver, not the boss. When I stop driving I might be the boss of a team, but for the moment I'm just the driver. I go testing when they want and where they want because it's important for me to do the miles in the car. But it's up to the boss of the company to make sure the facilities and personnel are available.''

A MATTER OF ORGANISATION

So is Frank Williams too easy with his team to get the best out of them? Should he tighten up a little in order to improve organisation and reliability? *''There is something in that,''* he admits, and it's almost a confession. But he goes further in his analysis. *''There are many other factors involved. We have to run the car, and it's our experience that's put to use. But success depends on the way the parts are made, how the car is designed, and also on the mechanics' work.''*

Success, according to Jones, also depends or organisation, and with this in mind, the Williams team perhaps have some problems for now that they're running two cars, twice as many as last year. Just as Laffite does in the Ligier team, so Jones feels a little upset about it. *''I think every driver really likes an one car team,''* he says. *''It means that all the effort is concentrated on one person. Things seem to go a bit smoother. But I must say that Clay is fantastic teammate. I get on very well with him, there's no aggravation, politics or anything like that. Really, the atmosphere within the team is excellent.''*

Jones-Regazzoni: to some it may seem a surprising combination. The less kind say that one isn't really a good number one driver, and that the second has seen his best years, in a word, that he is a has-been. Frank Williams explains his choice of drivers: *''Jones is very quick. I wanted to sign a driver to support him, a driver who would be satisfied as a number two. Clay is also quick, he has a lot of experience, a fervent desire to win again, but he accepts the fact that Jones is number one, that he has the choice of parts.''* On Sunday evening, after the Monaco Grand Prix, Frank pronounced himself disappointed that his number one driver had had to retire, but very happy taht his second man was once again back on top of Grand Prix racing.

Even so, there was no doubt that both drivers had shown, not only in Monaco but also in Belgium, that they're a team to be reckoned with. In Monaco, Jones had certainly lost

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possible victory because he hit the kerb, but he had shown maturity and temperament before his untimely departure. As for Regazzoni, the following article (page 14) tells his tremendous story.

The Swiss driver, by taking over from his teammate, had at any rate proved to Frank Williams that fielding two cars was an excellent idea. *There were 20 people in the team last year, there are now 43,''* explains Frank.

How is the inexperience of enlargening a race team by 50 per cent manifested.

I'll give you an example. We make nearly all the car ourselves in an effort to keep the technical quality as high as possible. At the start, a lot of the parts were rejected by our inspection department. It's rare now.

Running a team twice as big must cost twice as much. *''In actual fact the Saudis have give us a budget twice as big as last year,''* admitted Frank. *'' Our 1979 programme was to develop a ground effect car and to build up the team to 45 people, so that we could have a real go at the 1980 championship.''* So that's where Frank's real aim lies, with the help of his Saudi sponsors, from whom, it's said, Frank has made a fortune.

''Not at all, no, not at all,'' he replies. *''They pay good money, certainly, but all the money I get goes into the team. Here at Monaco, there are five teams at least who have more money than us. Saudis aren't stupid, they're very careful what they do. They don't spend a lot of money immediately. They're in their third year of sponsorship, and each time they put in more money. But even so, there are still five teams with bigger budgets than mine.''*

Williams virtually lost his whole team a few years ago when Walter Wolf bought him out, but that didn't stop proud Frank. His Arab sponsors have helped him back on his feet again so that he's back chasing that goal which he's been after for ten years now. *''The wait hasn't been useless,''* he considers, not without resignation. *''There are people who come into Grand Prix racing and win very quickly. For others, it's rather longer. Every year I learn a little bit more. I don't regret it.''*

And after running various cars, including Brabham, de Tomaso, March, Politoys, Iso, Hesketh and Wolf, pleasantly enough, now that he's closest to winning, his cars carry his own name. ☐

CLAY REGAZZONI: HOPE TO THE END

It was the 58th of the 76 laps of this incredible Monaco Grand Prix. The Ferraris, which had generally been thought to be uncatchable, had been pushed hard by Alan Jones. Without rewriting the story, one could all the same wonder what would have happened up at the front if Alan hadn't touched a kerb and broken his front suspension. Villeneuve retired, his transmission broken, and Jody started to have tyre trouble even though he was by then well out in the lead: but they're two reasons why one couldn't forget that the green and white Williams No 27 had really been in there with a chance. Whatever, when Jody was told that his lead over Regazzoni had fallen to eight seconds, he must have thought that trouble was on its way again.

by Mario LUINI

And in his Williams which wasn't causing any problem, the oldest of the Formula One drivers—he will be 40 years old on September 5—suddenly had to remember what perhaps he'd forgotten. From 15th on the grid, he was now in a strong second place.

At the start he was unhappy to be held up at the back of the bunch behind Niki Lauda. Clay could only wait on this circuit where it is so difficult to overtake, where the barriers are as close as the other cars. He made certain that those in front knew they were holding him up, and finally got by Hans Stuck's tenaciously driven ATS, considerbly inferior to the Williams. Thanks to retirements in front of him, Clay was then in tenth place. Then came the Lauda-Pironi accident and Andretti's retirement, so suddenly he was in seventh place.

RISKY...

The next man up was Reutemann, and Clay thought about that sixth place. Carlos, despite an engine that had lost its bite thanks to a broken exhaust, tried hard to resist Clay's challenge.

In five laps, the two were running together. Two laps later, Clay passed the Lotus, a lap before Jarier's retirement transformed Clay's newly-won sixth place into fifth position.

And then it was Mass's turn. Jochen, driving his out-of-date Arrows, was one of the sensations of the Grand Prix. In five laps, Regga had his Williams under the Arrows's rear wing. This time, the duel was longer. On virtually any other circuit, the Swiss would have been past quickly. Not at Monaco. It took him ten laps before he was in a position to overtake: *''Under braking for Mirabeau, I was equal to Jochen, but I went down the inside, it was risky, we went round the corner with our whells interlocked, but we made it...''*

NO GEARS

So Clay was third, a Williams was about to menace the leading Ferraris again. *''The car was superb! The further the race went, the better it ran, and as everyone thought the Michelin tyres would go off by the end of the race, I began to hope again. Then Villeneuve retired, and my pit started to put out signals that I was catching Scheckter at a second a lap. I knew then that he had problems.''* In the pits, Frank Williams must have felt his heart and hopes rise: Clay was now only eight seconds behind Scheckter. At that rate, in 18 laps, everything was possible. But maybe it's written somewhere that Allah isn't doing his best to watch over the Saudi Formula One car. Changing down from second to first gear for the Old Station Hairpin, the gear lever kicked in his hand. The gear went in finally, just in time, but not without a dreadful grate. A hundred meters further down the road, before the tunnel, the same thing happened into second gear. But just before the Tabac, all the benefits of his good drive went in one fell swoop. In the middle of the corner, he had no gears, the Williams slid, suddenly without traction. How was Clay going to stay on the track? He wasn't too certain himself: *''I gave it opposite lock with the left hand out of instinct, while the right tried to find a gear of some sort—it all happened very quickly—all that I know is that I found myself back on line.''*

A TREMENDOUS ENGINE

Immediately the gap grew to 12 seconds again and Clay had to do without second gear, which is used a lot around the tight curves of Monaco.

Now he was on the limit of adherence in corners where normally the car would be sitting comfortably with the engine pulling just the right amount of revs. But Clay cut down the gap. Scheckter had had to slow, his tyres screaming again.

''When I saw that he was losing more and more ground, I realised that all wasn't lost after all. I attacked hard again.''

On the 73rd lap, the man from Tessin lapped at 1'29''48, and was only three seconds behind Jody. The last two laps were covered nose to tail. At Mirabeau, the Old Station Hairpin, the Williams's nose pointed along side the Ferrari, both braking earlier because they couldn't corner as quickly as they'd like to. *''But Jody had a fantastic engine, he left me each time under acceleration. And then, on the last lap, I remembered the year that I lost a place on the podium when I went off at Rascasse. These were rather the same conditions.''*

IT'S EASY...

Congratulated by friends and surrounded by fans who remembered Clay's earlier wins, the Swiss soaked up the atmosphere. *''I know now that again I have a car in which I can win.''*

But his happiness didn't stop him forgetting his hope. *''In fact we probably lost this race in practice. If Goodyear had given us enough qualifying tyres, I would almost certainly have started somewhere around the third row of the grid, and not back on the eighth as I had to. You could say that Goodyear gave this win to Michelin. But we've proved now that our cars are just as quick as the Ligiers, let's hope that will mean something.''*

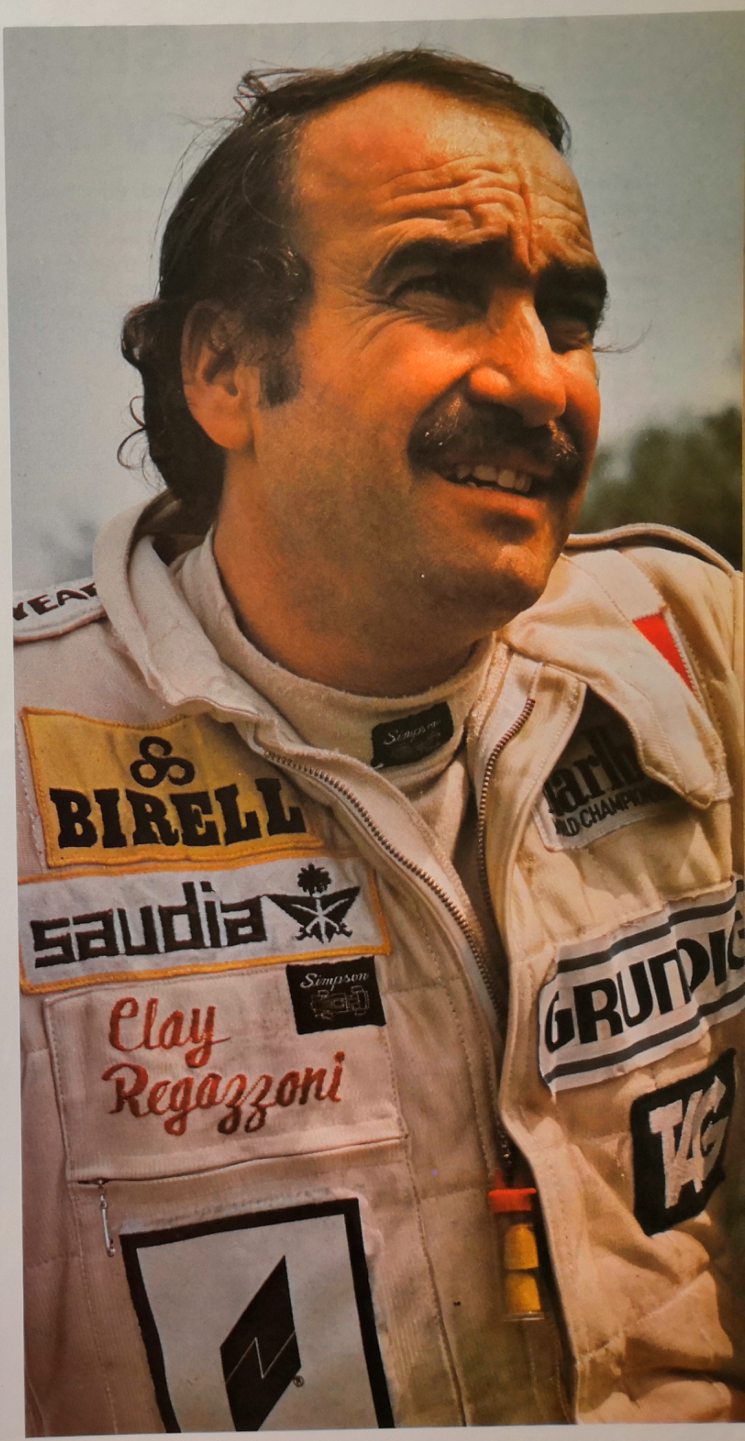
Happy, but lucid was Clay.

He showed it again when he said that he didn't think it was the best race of his career. *''The car was super, the tyres in perfect condition at the end, and Scheckter was in difficulty. It's easy when you've got a good car I can assure you, it's a long time since I felt so fresh after a race.''*

MEMORIES...

Clay Regazzoni, second, dicing for victory, for many it would be a comeback. Not for him: *''The hardest races aren't those that you win. You work as much, possibly harder, when you're sixth or tenth. The only trouble is that when you're down there, no one notices, no one comes over and mentions it. I've some extraordinary memories of races in the Shadow or Ensign.''* He doesn't speak of Ferrari.

But now that he's found a car with which he can do as well, perhaps that's no longer so important. ☐



HOW THE GRID WAS WON

During the first session, the dice were loaded: cars using Goodyear tyres couldn't do anything about the Ferraris' time, the qualifying tyres hadn't arrived. They got to Monaco in time for Saturday practice, but that didn't alter much, Ferrari confirmed their domination. Scheckter and Villeneuve, in that order, were the only two to get under the 1'27'' barrier.

THURSDAY MORNING: DEPAILLER DOESN'T SUFFER TOO MUCH

At the start of the first session, the general facial expression in the Ligier was one off pain. The two drivers were sharing the physician attached to the Equipe de France, the latter having his work cut out to quell the pain in the wrists of both Depailler and Laffite.
However, the former managed to set fastest time in the morning session, a tenth quicker than Scheckter whose rear wing was mounted in the normal position. Laffite, on the other hand, was really held up and didn't drive much but still set the eighth quickest time. There were a few surprises: Pironi, third quickest; Watson, sixth quickest; Patrese, seventh quickest. All three were happy with the balance of their cars. But things weren't going well for Brabham, nor for Lotus, nor for Williams. The hierarchy was somewhat different.

THURSDAY AFTERNOON: NO GOODYEAR QUALIFIERS

Once again there was a pained expression around the teams, more general this time, for none of them had any qualifying tyres. The truck bringing them down hadn't arrived. Officially, it was because they'd been held up at customs, but perhaps it was because of the strike at Goodyear. But for the Ferrari drivers, the way was open for them to set the two fastest times in practice, and they didn't miss the opportunity to grab those two places. Villeneuve was the first man in the history of the Monaco Grand Prix to get under the 1'27'' mark, and at that time, he was the only person to do it, for Scheckter set a 1'27''35. Niki Lauda, on race tyres, was the quickest of the Goodyear men, in front of Regazzoni and a surprising Fittipaldi, who, it was suspected, had found some soft tyres from somewhere. Tambay, Lammers, Jones and Daly were the provisional non-qualifiers. It was a surprise to find Jones down there, but the Australian had hit the barrier and bent his car's monocoque, as had Reutemann and Pironi. Monaco is unforgiving. And because of the tyre famine, Laffite even tried soft compound intermediate tyres, which made his car undrivable.

SATURDAY MORNING: ASTONISHING JONES

Jone's second car arrived out from England in time for him to start sorting it and setting up for the circuit, but no one would have expected him to set the fastest time of the session with this completely new car. Jones managed it however, with half-full tanks and race tyres that proved to be soft enough. Gilles Villeneuve had to stop a quarter of an hour before the end of practice because of a fuel leak. Depailler, second quickest, showed that the Ligiers could go quickly on the track. He preceded the two Ferraris and an excellent Arnoux who was using new wheel studs after the orginal ones had broken during the previous practice sessions.

SATURDAY AFTERNOON: SCHECKTER IN FRONT

The Saturday afternoon session is always decisive. Lots of actions on the track for two reasons: the importance of starting positions for the more competitive; and the threat of not qualifying for the slower runners, for there are only twenty places on the Monaco grid instead of the usual 24.
In the first few minutes, Jarier sets the best time (1'28''32) then Scheckter beats him with a 1'28'11. Depailler makes the first serious challenge with a 1'27''73, followed by a 1'27''24. Villeneuve still hasn't appeared on the track, his car isn't ready. Instead he tries the spare car, but doesn't like it. Jabouille is soon stationary, the car stranded out on the track with a loss of second gear, and he has to qualify using Rene Arnoux's car, whose driving position certainly isn't set up for someone as tall as Jean-Pierre.

Half-way through the session, Jody Scheckter becomes the second driver to break through the 1'27'' barrier with a 1'26''96. But he doesn't stop there, and shortly after sets a tremendous 1'26''45. Villeneuve is beaten although his final attempt, using his race car, sees him to get down to 1'26''52, but it's not sufficient for pole position.

Depailler, third quickest, is disappointed: *''I really wanted to be on pole position, or at least on the front row.''* Lauda sets a good fourth fastest time, getting the best from his BT 48. Laffite is only a few hundredths slower. The Ligier driver has made a great effort setting an excellent time, even though his wrist is still painful. □

parmalat
GOODYEAR
GOODYEAR
5

Lauda on the second row of the grid for the second time this year following South Africa.

26 GITANES
elf
GOODYEAR

Jacques Laffite: overcame his difficulties and qualified well, despite everything.

COPERSUCAR
14

The first day surprise: Fittipaldi, fourth fastest.

THE FILM OF THE RACE

Race interest in the Monaco Grand Prix was perhaps lost in the first laps. The Ferraris flew away, seemingly more invincible than ever, while the rest were held up by Lauda, knowing that the Italian cars, lap by lap, were becoming more and more inaccessible. By the end, Jones, Laffite and Depailler had proved that they could have worried Scheckter, but it was Regazzoni in the end, who proved to be the Ferrari driver's main challenger. But the challenge didn't succeed.

1. – They've just started. Scheckter is already in the lead, Lauda has squeezed out Villeneuve. Depailler tries the same thing, but despite appearances, Gilles will be in front at St Devote.

2. – The Ferraris are dug in. We see them on the third lap, going down to Mirabeau. Villeneuve has succeeded in getting by Lauda, but it's obvious he's been held up by Lauda, for Scheckter has pulled out a few lengths.

3. – Behind the Ferraris Lauda stops anyone else getting by, the two Ligiers trying but not succeeding. This is the way it will stay until the 15th lap.

4. – Behind Pironi who's right behind the two Ligiers, Jones, Mass and Jarier complete the first group. They're all waiting behind Lauda.

5. – 19th lap: Patrick Depailler has just lost all hope of victory. Pironi tried to overtake him at the old Station Hairpin, the two cars came together, and the Ligier was stationary while most of the rest of the field went past.

6. – And the following group are whittled down even further. At Mirabeau on the 22 cnd lap Pironi (again!) tried to overtake Lauda's Brabham and ended up by riding over the back of it.

7. – After a coming-together with Arnoux on the fourth lap, Piquet caught up Watson whom he overtook on the 27th lap. The Brazilian (here at St Devote) pulledd out a few metres over the McLaren, but wasn't able to lead it across the line at the end of the race.

Everyone waiting behind Lauda

A Formula One start is always exciting. But it's even more so at Monaco, because everyone knows that positions gained in those first few moments tend to remain fixed for a long time, because the circuit makes overtaking so difficult. So everyone tried to get a good start. Lauda proves to have the situation well under control, for he starts from fourth place on the grid, which is staggered, and yet het gets into St Devote in second place behind Scheckter, having beaten both Villeneuve and Depailler on the grid. Jarier, on the other hand, doesn't get away nearly so well, and loses three places to men slower than him in practice.

On the first lap, it was Lauda who still held on to second place between the two Ferraris of Scheckter and Villeneuve. The Ligiers of Depailler and Laffite were right behind, followed by Pironi, Jones, Mass, Jarier, Reutemann, Andretti, Hunt, Patrese, Stuck, Regazzoni, Watson, Fittipaldi, Piquet, Arnoux and Jabouille.

At the end of this first lap, Jody Scheckter already had a few lengths lead over Lauda, which didn't please Villeneuve. Even though he'd had orders from the team and he was going to keep to those orders, he didn't want to see his teammate pull away into the distance. So the Canadian immediately mounted an

miraculously, managed to get past on the second lap. Unfortunately, that wasn't the case of the two Ligier drivers nor those following. It rapidly became apparent that Lauda was an unsurmountable obstacle to the pursuit of the Ferraris, who were pulling away at a second a lap. So the state of the race stayed like this for a few laps: Scheckter and Villeneuve in front (Gilles tucked himself right in behind Jody's wheels on the eleventh lap), then Lauda holding up Depailler, Laffite, Pironi, Jones, Mass and Jarier, then Reutemann and Andretti trying to catch the bunch in front. The second group was led by the excellent Stuck in front of Regazzoni, Watson, Fittipaldi and Jabouille.

With Lauda leading the seething bunch, it was behind him that the weeding out process began, to a great extent thanks to Didier Pironi. On the sixth lap, Laffite lost his fifth place when he stopped at the pits to change a wheel. *"It was hit by Pironi"*, said Ducarouge after the race. But Laffite admitted, it seems, that the wheel concerned had not been tightened sufficiently before the race. Combined, these two reason explained Laffite's stop, and he restarted nearly a lap down on the leaders. Surprisingly, for he was only driving now to finish, the Ligier driver took a second a lap off the two Ferraris, who were only a second behind him when he came out of the pits. In forty laps, Laffite managed to cut back his deficit by 42 seconds, proof that the Ligier gives away nothing to the Italian cars when it comes to speed.

Three laps after Laffite had stopped, Depailler dropped to fourteenth place behind Piquet, with tell-tale marks on the left side of his car. Pironi had tried to pass him at the Old Station hairpin. The two cars collided to Depailler's disadvantage, for he was stranded on the circuit and had to let most of the field by.

But Pironi didn't stop there. Two laps later, on the hill down from the Casino, while Jones tried a similar move, Didier tried to pass Lauda under braking. But

→

8 →

8. – Two more cars that ran close together for a long time were Stuck's ATS and Regazzoni's Williams. Regga overtook Stuck on the 20th lap.

9 →

9. – Mass (here on opposite lock out of St Devote) worked hard to keep Jarier behind him, but the latter took fourth place from the German on the 33rd lap, just before retiring.

10 →

10. – The way ahead is now free for Jones after the Lauda-Pironi incident, and he quickly catches up the two Ferraris, being right behind them on the 33rd lap.

11 →

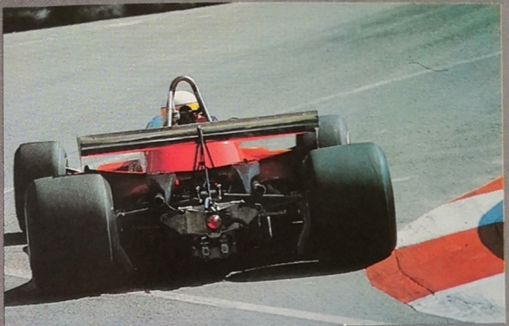
11. – After his incident with Pironi, Depailler rejoined behind Watson and was stuck behind the McLaren for most of the rest of the race. Despite many attempts to get past, he only made it eight laps from the finish.

12 →

12. – The Ferraris are alone again after Jones's retirement. Villeneuve obeys team orders and doesn't try and get past his teammate, but he lies in wait in case of a mistake.

13 →

13. – Carlos Reutemann is now in a good position, despite a broken exhaust and thanks to retirements in front of him. He'll have to give best to Regazzoni and ward off a final attack by Depailler.



14 →

14. – Villeneuve has seen this view of his teammate's car for many laps before he has to retire on the 54th lap, leaving Scheckter to win.

15 →

15. – That's it, all over. Despite Regazzoni's last minute bid, Sckeckter has won for the second time. He's perfectly relaxed as he meats the Royal couple on the rostram.

the Austrian left his braking until the last minute, and he failed to take the corner properly. Unfortunately for him, Pironi was already sliding. The Tyrrell's front left wheel jumped up on the Brabham's right rear wheel, the Tyrrell jumped up on the Brabham's cockpit and banged into the guard-rail, sending a marshal flying. The Brabham stopped a few yards further on. Behind the two Ferraris, which were ten seconds in front of Lauda, the way was miraculously opened for Alan Jones. He had been held up by the others, but now he started hauling in the Ferraris, second by second. Alan's drive was just as good as it had been two weeks before at Zolder. On the 33rd lap, the Williams was right up with the two Ferraris. Scheckter and

Regazzoni's last lap effort

Villeneuve couldn't do anything about Jones climbing up behind them, but they could resist his challenge. But after ten laps in their wake, Jones damaged his suspension hitting a kerb at the swimming pool and broke his suspension. As Jarier had retired on the 34th lap, Mass inherited third place, but it was obvious that Regazzoni, who had climbed up from 15th place, would soon catch the Arrows driver. And that's what he did, overtaking him on the 50th lap.

And Regazzoni's third place then became second when Villeneuve retired four laps later. Mass lost the benefit of his superb race on the 51st lap due to overheating brakes,so it was Reutemann

who took over third place, having worked hard with a broken exhaust since the 25th lap. Behind these three, Piquet, Watson and Depailler had run close together (too close for Depailler) since the first quarter of the race.

After Villeneuve retired, there were only nine cars still on the track. But the race wasn't finished yet. On the contrary, it was livening up for Regazzoni was slowly hauling in Scheckter. In twenty laps, things could happen. Regazzoni started to attack and who knows, it could change the result. Scheckter's tyres were going off and the Ferrari slowed considerably towards the end, Regazzoni pouncing on it like a bird on its prey. The Swiss driver tried to overtake at Mirabeau on the last lap, but Scheckter knew how to stop him, and he finished the race to his advantage, after a very intelligent drive.

The struggle for third place also livened up at the end of the race. After Watson made a mistake and Piquet retired, Depailler came up on Reutemann very quickly, tried to pass him but damaged his front left fin in the process. The Ligier had been very quick during this climb up the field and taken fastest lap. But Depailler didn't manage to pass Reutemann. On the contrary, the Ligier stopped two laps from home with a broken engine, leaving an unexpected fourth place to Watson's McLaren. A strange race: six cars were running at the end, which isn't a very healthy state of affairs.☐

Monaco statistics

MONACO GRAND PRIX

Date: May 27, 1979.
Circuit length: 2.06 miles.
Distance: 76 laps, 156.406 miles
Conditions: sunny, hot.
Attendance: 70,000 spectators.

THE RECORD

(last five races)

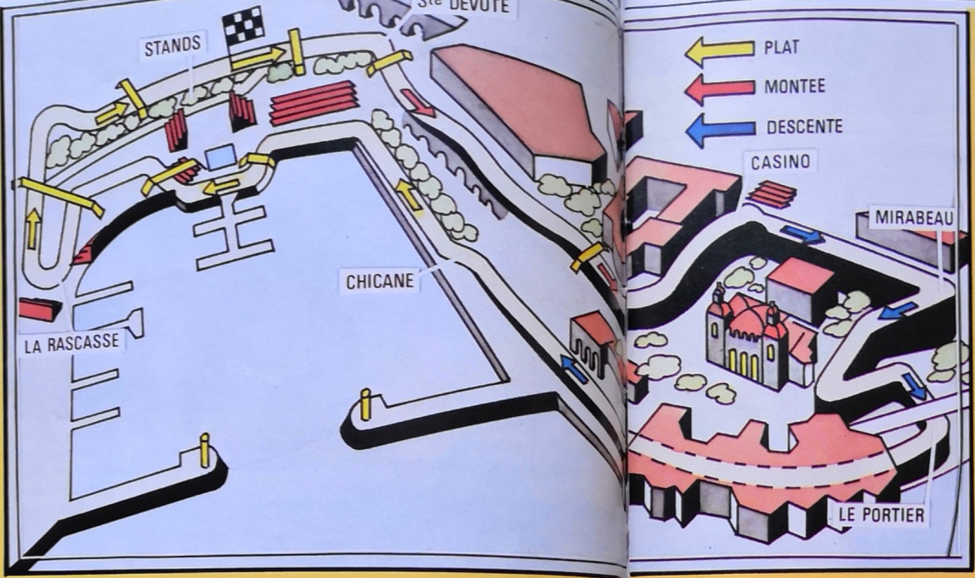
1974 : Peterson (Lotus)
1975 : Lauda (Ferrari)
1976 : Lauda (Ferrari)
1977 : Scheckter (Wolf-Ford)
1978 : Depailler (Tyrrell)

STARTING GRID

SCHECKTER Ferrari 312 T4 1'26"45	**VILLENEUVE** Ferrari 312 T4 1'26"52
DEPAILLER Ligier JS 11 1'27"11	**LAUDA** Brabham Alfa BT 48 1'27"21
LAFFITE Ligier JS 11 1'27"26	**JARIER** Tyrrell 009 1'27"42
PIRONI Tyrrell 009 1'27"42	**MASS** Arrows A1B 1'27"47
JONES Williams FW 07 1'27"67	**HUNT** Wolf WR8 1'27"96
REUTEMANN Lotus 79 1'27"99	**STUCK** ATS D 1/003 1'28"22
ANDRETTI Lotus 80 1'28"23	**WATSON** McLaren M 28C 1'28"23
PATRESE Arrows A1B 1'28"30	**REGAZZONI** Williams FW 07 1'28"48
FITTIPALDI Copersucar FSA 1'28"49	**PIQUET** Brabham Alfa BT 48 1'28"52
ARNOUX Renault RS 10 1'28"57	**JABOUILLE** Renault RS 11 1'28"68

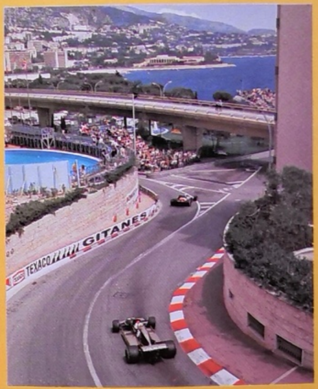
NON-QUALIFIED:

DE ANGELIS (Shadow DN9B) 1'28"70 ; TAMBAY (McLaren M28) 1'29"53 ; LAMMERS (Shadow DN9B) 1'29"99 ; DALY (Ensign N179) 1'30"18 ;



PIT STOPS AND RETIREMENTS

Hunt: retired 5th lap, engine.
Patrese: retired 5th lap, front suspension broken.
Arnoux: retired 8th lap, failing brakes.
Laffite: changed front left wheel, 16th lap, retired 56th, lap, gearbox.
Fittipaldi: retired 16 th lap, engine.
Lauda: retired 22cnd lap, accident with Pironi.
Pironi: retired 22cnd lap, accident with Lauda.
Andretti: retired 22cnd lap, front suspension.
Stuck: retired 31st lap, wheel broken.
Jarier: retired 34th lap, rear suspension.
Jabouille: stop on 42cnd, 44th, 51st laps, broken exhaust, turbo losing pressure
Jones: retired 43 rd lap, front suspension broken.
Mass: stopped 50th lap, overheating brakes.
Villeneuve: retired 54th lap, transmission.
Piquet: retired 69th lap, gearbox broken.
Depailler: retired 75th lap, engine.



CONSTRUCTORS CUP

1. Ferrari 36 pts. **2.** Ligier 33 pts. **3.** Lotus 20 pts. **4.** Tyrrell 13 pts. **5.** Williams 10 pts. **6.** McLaren 8 pts. **7.** Arrows 3 pts. **8.** Copersucar et Brabham 1 pt

PROVISIONAL CHAMPIONSHIP CLASSIFICATION

1. Scheckter, 30 pts. 2. Laffite, 24 pts. 3. Villeneuve, Depailler and Reutemann, 20 pts. 6. Andretti, 12 pts. 7. Pironi and Watson, 8 pts. 9. Jarier, 7 pts. 10. Regazzoni, 6 pts. 11. Jones, 4 pts. 12. Patrese, 2 pts. 13. Lauda, Fittipaldi and Mass, 1 pt.

UNOFFICIAL PRACTICE TIMES

	jeudi matin	samedi matin	dimanche matin
11 SCHECKTER	1'29"0	1'28"70	1'32"24
12 VILLENEUVE	1'29"69	1'28"71	1'29"80
25 DEPAILLER	1'28"9	1'28"65	1'32"57
5 LAUDA	1'30"69	1'30"04	1'32"49
26 LAFFITE	1'30"61	1'29"69	1'38"16
4 JARIER	1'29"79	1'30"62	1'32"72
3 PIRONI	1'29"15	1'30"65	1'31"22
30 MASS	1'30"92	1'29"54	1'33"53
27 JONES	–	1'28"22	1'32"13
20 HUNT	1'30"63	1'30"64	1'31"81
2 REUTEMANN	–	1'30"53	1'32"79
9 STUCK	1'31"12	1'30"82	1'36"06
1 ANDRETTI	–	1'30"75	1'32"66
7 WATSON	1'29"91	1'30"37	1'31"05
29 PATRESE	1'30"59	1'30"00	1'32"46
28 REGAZZONI	1'30"81	1'30"21	1'31"15
14 FITTIPALDI	–	1'29"93	1'33"94
6 PIQUET	–	1'29"73	1'32"95
16 ARNOUX	–	1'29"01	1'32"67
15 JABOUILLE	1'32"88	1'30"53	1'32"63
18 DE ANGELIS	1'31"67	1'29"62	1'33"35
8 TAMBAY	1'31"52	1'31"06	–
17 LAMMERS	1'32"75	1'32"80	–
22 DALY	1'33"54	1'49"11	–

PRACTICE TIMES

	1ère séance	2ème
SCHECKTER	1'27"35	1'26"45
VILLENEUVE	1'26"91	1'26"52
DEPAILLER	1'28"69	1'27"11
LAUDA	1'28"32	1'27"21
LAFFITE	1'29"83	1'27"26
JARIER	1'28"62	1'27"42
PIRONI	1'28"99	1'27"42
MASS	1'29"41	1'27"47
JONES	1'32"68	1'27"67
HUNT	1'28"84	1'27"96
REUTEMANN	1'29"08	1'27"99
STUCK	1'29"89	1'28"22
ANDRETTI	1'29"23	1'28"23
WATSON	1'28"89	1'28"23
PATRESE	1'29"56	1'28"30
REGAZZONI	1'28"48	1'28"51
PIQUET	1'29"43	1'28"52
ARNOUX	1'29"33	1'28"57
JABOUILLE	1'29"87	1'28"68
DE ANGELIS	1'29"83	1'28"70
FITTIPALDI	1'28"49	1'28"97
TAMBAY	1'30"68	1'29"53
LAMMERS	1'32"02	1'29"99
DALY	1'36"89	1'30"18

THEIR FASTEST LAPS

DEPAILLER	1'28"82
LAFFITE	1'29"47
REGAZZONI	1'29"48
JONES	1'29"60
REUTEMANN	1'29"61
PIQUET	1'29"66
WATSON	1'29"83
VILLENEUVE	1'29"86
SCHECKTER	1'29"86
JARIER	1'30"04
MASS	1'30"04
PIRONI	1'30"07
LAUDA	1'30"26
FITTIPALDI	1'30"52
STUCK	1'30"65
JABOUILLE	1'30"66
ANDRETTI	1'30"85
ARNOUX	1'31"58
HUNT	1'32"42
PATRESE	1'33"46

RESULTS

Old record: Lauda (Brabham Alfa) in 1'28"65

1. Scheckter	Ferrari 312 T4	1 h 55'22"48
2. Regazzoni	Williams FW07	à 0"44
3. Reutemann	Lotus 79	à 8"53
4. Watson	McLaren M 28	à 41"31
5. Depailler	Ligier JS 11	à 2 tours
6. Mass	Arrows A1B.	à 7 tours

Fastest lap: Depailler in 1'28"82, 82.169 mph.

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FIFTY YEARS OF GRANDS PRIX

"Audaces fortuna juvat" – fortune smiles only on the brave was perhaps the cread of the organisers of the first motor race in the Principality of Monaco.

The land limits didn't really allow them to build a circuit or their own, so the only solution was to plan out a circuit in the streets of the town between the sea and cliffs. It might have seemed a stupid and utopian idea, but nevertheless, the founder Anthony Noghes succeeded.

In 1929, the circuit was 1.975 miles long and the 23 entries, certainly pioneers in their own way, had to race it 100 times. That early period was dominated by Bugatti. Williams put his name into the record books by winning at an average of over 50 mph. Dreyfus and the Monegasque Louis Chiron followed him home driving the same type of car.

Alfa-Romeo and Mercedes have also been successful and had their moments of glory on the Monaco circuit, which developed as the cars did. After the second World War, the drivers may have changed, but the Grand Prix in Monaco became not just a classic race, but also one of the most popular and prestigious races in the World Championship calendar.

In 1950, Juan-Manual Fangio won first time out in an Alfa Romeo.

In 1955, the race was won by Maurice Trintignant, but it was also that year that Alberto Ascari crashed in the chicane and his car plunged into the harbour. Ascari was immediately rescued and hauled aboard a boat – with only a scratch on his nose. Unfortunately, it was Ascari's last race, for a few days later he was killed at Monza.

Lotus made their first appearance in Formula One at Monaco in 1958. On the 71st lap, Bonnier retired the final works Maserati to race at Monaco, and the popular, gritty "Petoulet" (Trintignant) took his second win in a Cooper at an average of over 70 mph. He was followed home by the Ferraris of Musso and Collins.

GRAHAM HILL : FIVE TIME WINNER

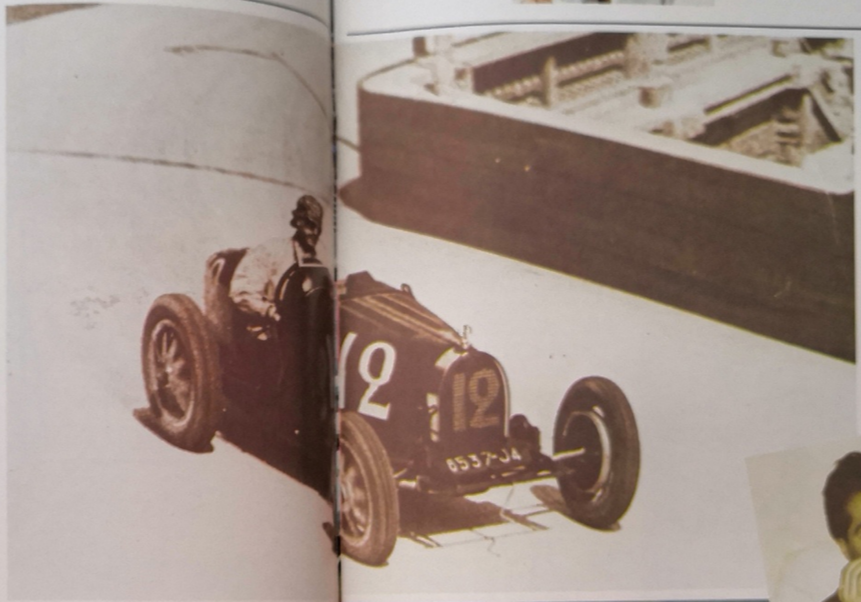
Monaco was really the place that Graham Hill made his mark, for the popular Englishman won five times there, and holds a record that doesn't look like being beaten. Hill was a gentleman whose personality was stamped on the race. His reservation at the Hotel de Paris seemed permanent. A tragic air crash robbed the sport of this engaging character. Hill may not be with us any longer, but at each corner, each corridor in the hotel, each spin of the roulette wheel one expects to see him. Heros don't die, they live on with the memories of their successes.

1967 was a black year in Monaco because of Lorenzo Bandini's accident while he was dicing with Denny Hulme. The Italian's Ferrari skidded at the chicane, overturned and caught fire. He was trapped in the flames for a few panic-filled minutes, and then quickly taken to the Princess Grace clinic, but died three days later. This accident resulted in modifications being made to the circuit for safety reasons.

After 14 years of silence, the Marseillaise rang out in the Principality when Jean-Pierre Beltoise won in 1972. The French driver took the lead in the rain at the start was never headed in his BRM, taking his greatest victory. He led home Jacky Ickx (Ferrari), Emerson Fittipaldi (Lotus), Jacky Stewart (Tyrrell), quite a bunch. It was a result more thanks to the driver than the car for BRM. Ascari was immediately rescued and hauled aboard a boat – with only a scratch oJackie Stewart, better known now as a business man and public relations man, without forgetting his British education, was another to win: once in 1966 with a BRM, and again in 1973 driving a Tyrrell. This year, he was commentating on TV, but between two broadcasts, he served as guide to Princess Caroline and her brother and sister. Monaco is a little like a second home to him.

For the late Ronnie Peterson, the lure was greater. After his win in 1974 with Lotus, the Swedish driver decided to live in Monaco. It was a logical move considering his success and tax problems. Jody Scheckter did the same, carrying the famous silver salver into his apartment before he had even moved his furniture in. Monaco is a circuit for a lone charger, for it is difficult to overtake. Scheckter and Lauda both won after getting into the lead at the start and staying there. The experienced Austrian brought Ferrari a lot of happiness by so doing. The marque's image and prestige were boosted by his win.

For the French, last year's race was a great success. The Monaco Grand Prix is the third most televised sporting event in the World, going to many countries and being superceded by only the Olympic Games and the World Cup football competition. Patrick Depailler had until then been considered to be the "eternal second place" man. Finally he took his first win, after several near-wins. After running between the two Brabhams of Watson and Lauda, Depailler took his first victory after the Irishman made a mistake. Lauda attacked frequently, but Depailler held him off. Monaco, the greatest reward in terms of individual Grands Prix, was worth those years of patience and determination.



For a long time Buggatis dominated Monaco. The first race was won by Williams at an average speed of 53.3 mph. That was 50 years ago.

After crashing into the port, Alberto Ascari went to hospital with only a scratch on his nose.

elf
7
Tyrrell
Ford

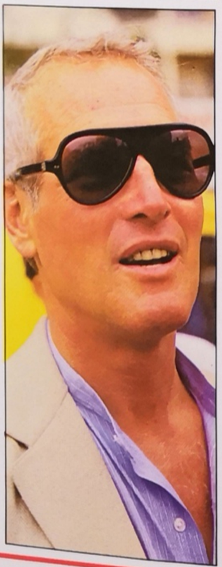
Jackie Stewart, here in a Tyrrell, was a three time winner in the Principality.

Gene Hackmann was often seen in company with his friend and compatriot Mario Andretti. The American actor was noted for his discretion, but he questioned the Lotus driver repeatedly.

Stirling Moss, the "champion without a title", was a winner at Monaco in 1956, 1960 and 1961. He may have a little less hair now, but he still is a knowledgable critic of the sport.

Princess Caroline of Monaco and her husband Philippe Junot met Jacky Ickx in the foyer of the Hotel de Paris; topic of conversation, the Grand Prix of course. When Jacky first took part in the Monaco Grand Prix, Caroline was but a little girl.

Two days before the end of the Cannes Film Festival, Guy Ligier showed his Ligier JS 11 to the film crowd,



Dark glasses can't hide the familiar features of Paul Newman. He loves racing and of course, like so many others, would like to drive a Formula One car, but now he has the money, he is involved with a CanAm team and drives in the IMSA class in the States.

MONACO IN PICTURES

(following pages)

1 - Hans Stuck qualified well and drove an excellent race before retiring on the 30th lap. He was then eighth.

2-3 - Scheckter and Villeneuve out of the tunnel... onto the short straight beside the harbour. The magic of Monaco, and of the Scuderia.

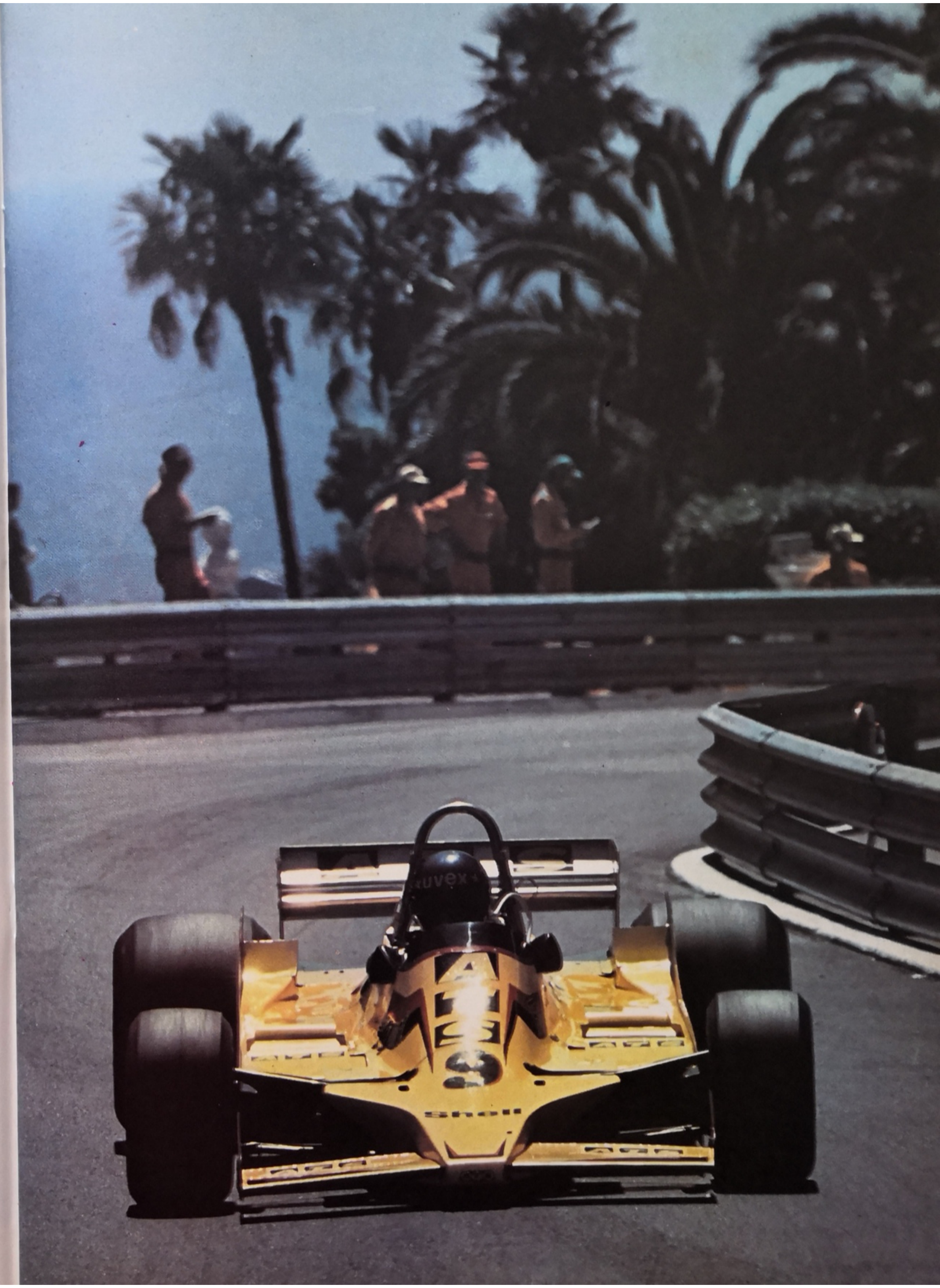
4 - Unfortunate moment for Pironi, even more so for Depailler. The Tyrrell tried to get past the Ligier, the two cars collided, but restarted nevertheless, and Depailler set fastest lap.

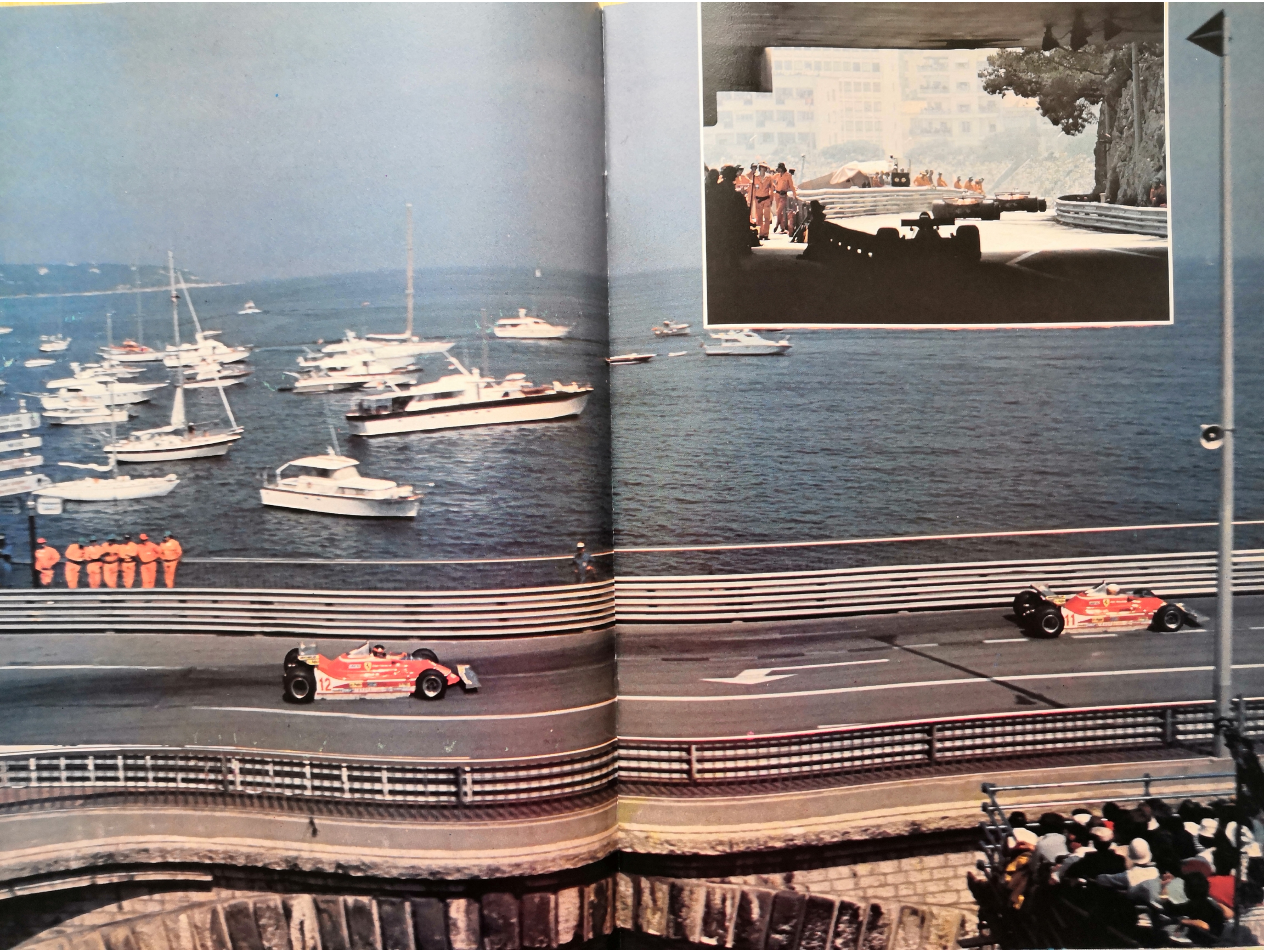
5-6 - Nelson Piquet and Derek Daly on opposite lock in the Casino.

7-8-9 - Depailler, Villeneuve and Pironi sliding out of the Old Station hairpin. And they say that Formula

10 - Watson scored points for the second race running. The McLaren M28 may be making progress, but it scores points thanks to its reliability.

11 - Jochen Mass drove a superb race driving an out-of-date car, and should have finished third, but for the brakes...

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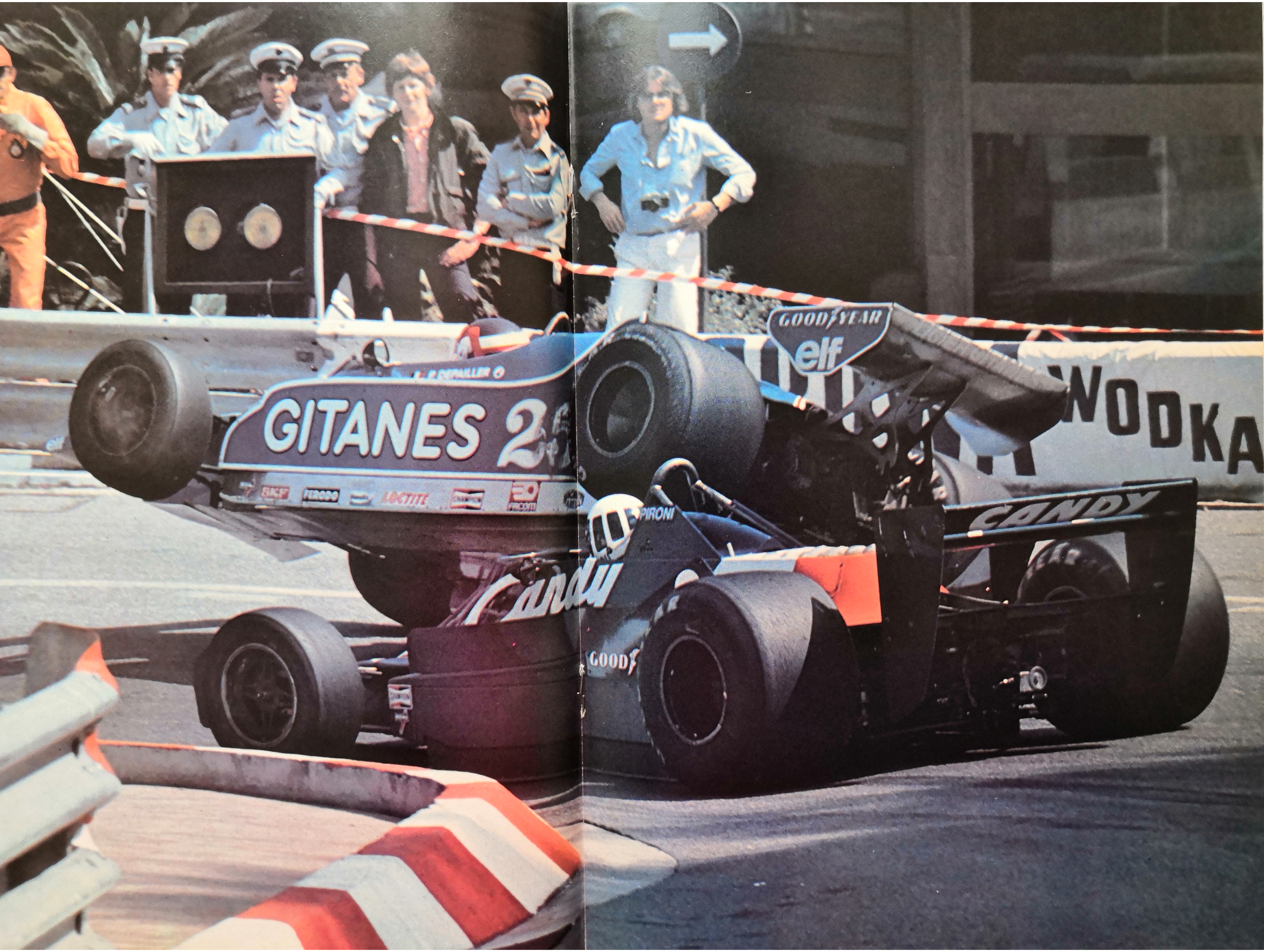
GITANES 2
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elf
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parmalat
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GOODYEAR

22

GITANES
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MICHELIN
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Valvoline
Marlboro
Castrol
John Watson
GOODYEAR
Marlboro 7

GOODYEAR
Warsteiner
30
ARROWS
Warsteiner

«from race to race»

Are they talking about skiing or racing? Peter Luscher, winner of the combined in the World Cup for skiing, and the French ski team member Fabienne Serrat, understand the comparisions between their type of racing and Patrick Tambay's racing, the latter a former ski racer.

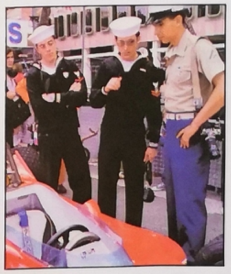
RÉSERVÉ PHOTOGRAPHES

She's certainly good looking, but where is her camera?

At Monaco, you see as much of the night as the day.

An evening to celebrate the debut of the M1 production car as one of the course cars at the circuit. Jean-Pierre Beltoise, winner in 1972, and Bruno Giacomelli, Alfa Romeo Formula One and Procar driver, talk to Jean-Charles Laurens, the French commentator at Grand Prix.

A racing driver's work is never done: Mario Andretti with the pastry chef and chef of his team, Colin Chapman, cuts the giant cake in the team's colours watched by an amazed Didier Pironi.



They come from the Navy, and thanks to a chance mooring off Monaco, they could come and admire Villeneuve's Ferrari.

The French pop idol Johnny Halliday had a ride in BMW's M1: a possible buyer in the future?

A WEEKEND AT MONACO

The most popular, the most prestigious, the most bizarre, the most testing, the most difficult, the most expensive, the most lucrative – that's Monaco, full of superlatives. A sunny practice, hot raceday, excitement working up to a crescendo, cars catching up, a sprint at the end, another Ferrari win – Monaco summed up. It was marking fifty years of Grand Prix racing at Monaco. In the Principality's kaleidoscope, the colour makes one forget the noise. The strangeness of the surroundings makes the event. A weekend at Monaco is not like other. Grands Prix, it's worse than the others, yet has its own race fever. The excesses and the severity change, vary in proportion, combine. The surroundings are carefree, the race hard.

Although many consider it to be the heart and soul of motor sport, Monaco actually has little to do with it. But without its environment, its atmosphere, its own status and other cliches associated with it, Monaco wouldn't be Monaco.

While nothing seems to be too much for the organisation of the race, how is it all put together? Two months before the Grand Prix, preparations are begun. The 80 miles of Armco barrier, 320,000 square yards of fencing and 25,000 stands seats (equalling the population of Monaco itself) are prepared. Pavement kerbs are built up or smoothed off, yet are back to normal the day after the race. A budget of hundreds of thousands is needed. It's the Automobile Club de Monaco's task each year.

The Grand Prix gain wipes out the deficit of the Monte Carlo Rally. Yet both these events, together with Indianapolis and the Le Mans 24 Hours make up the four most important motor sporting events in the world calendar.

You have to see Monaco, but can you see it all? Prestige, importance, status, manufacturer image – yet in truth, nothing is really perfect in this world of beautiful people.

''This is money'' but ''Monaco is money''. Everything is a question of money and means. Camping and caravanning try to come and spoil the calmness and smart appearance of the Principality. But you have to sleep (a little, but even that helps) and you have to eat and refresh yourself. The expenses chart seems to rise at about the same rate as a lap chart. But each to his own system.

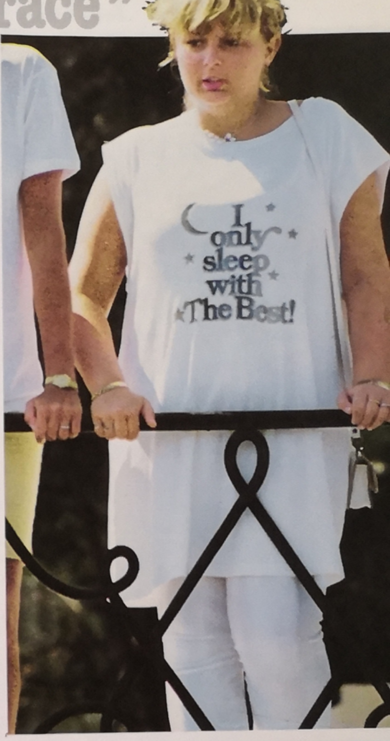
That used by the hoteliers is perhaps the most debatable. You rent a room for a week (or six days) despite the number of nights you actually want to stay in the Principality. The price for these six nights varies between £110 and £450.

Naturally, some have their means, but others are privileged.

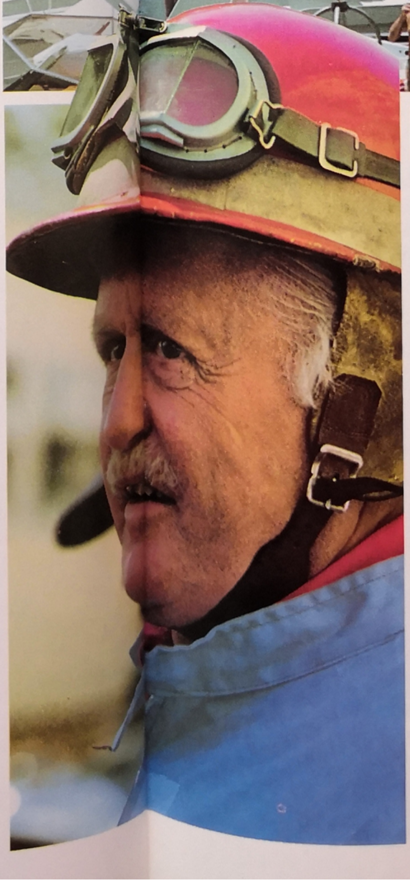
There's a way of finding out these people: everyone's dream is to have one of those famous passes that allows you into the pits. Every kind of skill, real or false, is employed to get hold of one. People suddenly become photographers, girlfriends, mechanics, marshals... But this year the checks were more rigorous than ever. Every ten yards you had to show your pass. In the pits the number of pretty girls had slightly diminished. Some of those desirable and gorgeous girls had had to stay on the other side of the fencing.

''What, you can't get into the pits?'', demanded one delicious creature of another. ''*What an insult, how could they dare refuse you?*''. And how could she possible meet the ''right'' people without this all-important card which had suddenly become as coveted as membership to the most ''in'' of night clubs. Without that card, a girl is quickly relegated to the sidelines.

The sea, the boats, the crowd and the circuit: once a year it's Monaco.

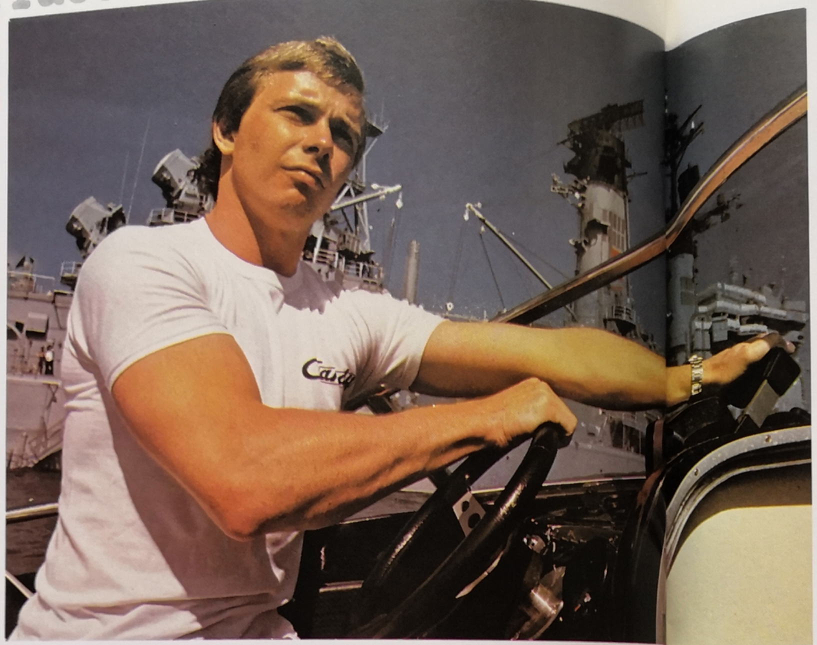

I only sleep with The Best!

Right: what sort of contract is Jody Scheckter signing?



Opposite: Toulo de Graffenreid - just as they used to be.

The historic race: a great sight with a touch of nostalgia.



Didier Pironi on board his Cigarette Abatte, called Flying Dog. It has two engines giving 250 bhp, and a maximum speed of 80 mph. Didier has decided to import these boats into France.

Teammates and friends, the two Tyrrell drivers in another sport.

A YACHT FOR ALL

One can compare the Grand Prix itself to the closing ceremony at the Cannes Film Festival, so equally, the most interesting period is during practice. From Thursday interest mounts. The serious, the fans, the regulars, those involved are the keenest. They talk about racing before their first cocktail. Between practice sessions, the real Formula One people can be found in the paddock. But the Monaco paddock is not like other paddocks. Between the sea and the rock, space is valuable and limited. The solution is to make use of the sea. Trucks, transporters and motor-homes are lined up along the quay. But to have real status, each team rents a yacht. They're normally the dormant assets of society people, for there, the restrictions of the stock market can be lulled with champagne and the gentle rhythm of the calm blue sea.

But there's competition there too: who has the best looking, the longest, the most expensive? Some, like Count Rossi (Martini) or the De'Angelis family, have their own boats. Otherwise you can rent one, but they're expensive: anything from £550 to £2250 per day.

The ''Princess Haifa'', which belongs to Tito, becomes the Ligier-Gitanes. To hell with greed. Money doesn't go up in smoke but falls in the water, say the non-smokers. True enough, between two boats elsewhere a Cigarette powerboat looks ready to spring into action.

The ''Yasmin'' becomes Parmalat. The ''Orion'' is transformed to BMW, a real ''Proboat'' with accompanying stars. Warsteiner-Arrows choose ''Jenny 111''. How is public relations measured, one wonders? By the means available, or the actual warmth and opportunity for human contact. That is the question.

But note that neither Ferrari nor Renault had special yachts, yet it's often said that they have the greater budgets.

MONACO BY NIGHT

While the cars go round and round, there's that old question: ''*What are you doing tonight?*'' Wednesday to Sunday soon becomes well programmed. The venues may bee different, but the menus are about the same. And champagne is a must. Essex boss David Thieme chose the Hotel de Paris for his party. Princess Caroline and Mario Andretti were there. And afterwards, the evening continued with dinner, a wild affair...

Marlboro and BMW had the same sort of evening within 24 hours of one another. It consisted of dinner at the Sporting with the roof open and a fire burning to the stars. While the drivers go to bed early, the rest dance at Maona. Regine's Jimmyz is full. Chandon flows, energy restrictions are forgotten, energy is spent in disco rhythm. The nights are hot, but they're also short in Monaco. The next day, at 7 in the morning, Formula Three cars and Renault 5s wake the Principality's sleeping. So some just forgest to go to bed. Monaco lives as much by night as by day.

The foyer of the Hotel de Paris is a permanent spectacle. Elegance rivals eccentricity. The famous wander by the anonymous. The rich and humble share the same glass. The hotel lets its hair down.

In front of the revolving doors, Rolls Royces line up as if they were on a starting grid. You can also set a world record for square meters of Ferrari there. Porsche Turbos are commonplace, as many as there are at Le Mans, except they're not racing at Monaco. They just sit in traffic jams, Monaco's motoring weekend becomes tedious for the driver. A weekend for car enthusiasts where the pedestrian reigns.

But in front of the Casino, motoring tastes could be divided between the shining pistons of the Excalibur, and the classic beauty of thoroughbred Ferrari Testa Rossa—one for the would-be show-off, the other for the enthusiast.

Within the Casino, the croupier repeats ''rien ne vas plus'' but people still jostle to place bets in the hope that they may pay off part of the weekend, or maybe for the simple pleasure of playing.

But it did rather turn out to be a case of ''rien ne va plus''

Scheckter No 11, Regazzoni No 28, Reutemann No 2, it was hard to bet on the first three. On the other hand, playing the red side of the table was easier, they led from start to finish.

Let's leave the cushy atmosphere of the Casino for the gaming rooms, smoky and bustling. Between the Loews and the Cafe de Paris there are those who dream but spend little money. There are slot machines that take francs, musclemen pull the handles all night. The noise of francs on metal rattles throughout. It looks easy, even obvious, but you still lose, despite those hopes. Pironi makes a rash bid, Lauda plays protectively, Jones has a joker, but Scheckter plays an ace to win again. The lights go out on this ace who could be the future World Champion.

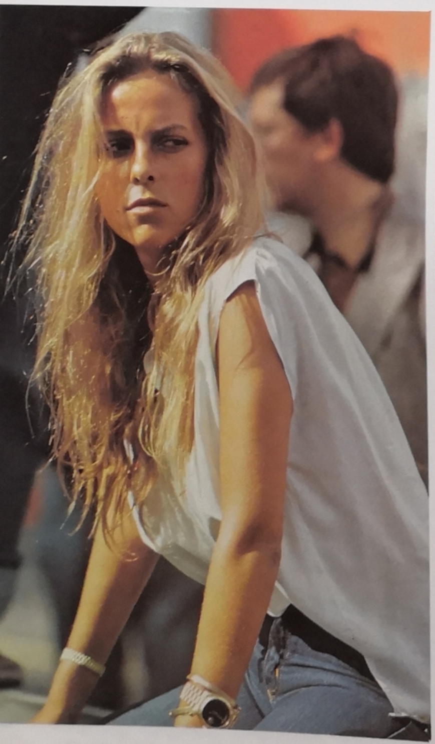
AND IF YOU ABOLISH SKIRTS

Formula One constructors set fashions just as clothes designers do. Formula One's latest fashion is skirts. They improve roadholding while hiding everything underneath.

On the other hand, things are a question of taste. Some girls like them, some don't. Some wear them, some don't. Skirts or no skirts, they are in evidence and utterly indispensable to the scene. Some are dressed,some a little less so. They wear shorts or bermudas, a dress slit up the side, bikinis, tee-shirts with tight jeans as easily as the classic skirt. The rear view is often attractive, but the front can be hiding a surprise. The bodywork varies. The shape is more or less aerodynamic. The colour is chan-

→

When the film world comes to that of cars: actor Jean-Paul Belmondo and his impresario Charles Gerard changes their roles, and they come to do the watching. Here they talk to Depailler, Laffite and Jean-Pierre Aujoulet.



Belmondo again, this time with Guy Ligier. A common quality: courage.

geable even if the red an blues are more popular. Some have complexes, others have no scruples. Some show what is pleasant to see, what is to be seen and what really shouldn't be ssen. The plot, however, is provocative. After all, it's difficult to make oneself noticed among 120,000 others, and few go unnoticed. Blondes, brunettes or redheads, tall or petite, docile or agressive, there's someone there for every taste, and they all seem so available and friendly, but maybe they really want to have one of those coveted passes before a practice session...

CELEBRITIES

After the Cannes Film Festival, a number of the stars went on to Monaco. Gene Hackman, star of the ''French Connection'' took up the Formula One Connection.

Paul Newman, a guest of Prince Rainier, wasn't just interested in the Grand Prix, but followed it with enthusiasm. He races himself, and was thorughly wrapped up in the rather unpredictable race. *''If, at the time, I'd known that I could have raced in Formula One, I wouldn't have passed it up''*, admitted the American actor. Even though his short hair may be greying, he puts over a smooth sporting image with American dynamism and enthusiasm which years haven't dulled.

Newman watched the race from the 12th floor of a building in the Avenue Albert Ier which is where the start is, and he followed the race closely. It must be said that the view from the building is fantastic, almost perfect. Only the downhill descent from the Casino, the Old Station hairpin and the tunnel section are invisible. Monaco seen from above: fabulous, an unimaginable sight. Everything's there, yet it's difficult to look everywhere at once. Difficult to get in there too.

Body-guards protect and assure the Prince's safety.

Thanks to Royalty, Monaco exists, but if it didn't, someone would have to invent it.

Actor-producer Jean-Paul Belmondo, accompanied by his inseparable assistant Charles Gerard was giving his son an outing to Monaco.

Sylvie Vartan was in Long Beach, her husband-pop singer was in. Monaco, and he made the better choice of race. He was in the company of his former manager Henri Chemin, now Ford public relations man and former rally star.

Then there were the skiers, slaloming between tyres and tool boxes: Peter Luscher of Switzerland, the World Cup Combined champion, and French ski team member Fabienne Serrat. They were able to console that other talented skier, Patrick Tambay, who didn't qualify. Luscher has driven a Formula Three car with the Swiss Lhienart team, and hopes to race and rally in the near future.

French rugby team captain Jean-Pierre Rives was in the Ligier camp to give them encouragement. Ligier, himself a former rugby international player, and Jacques Laffite went to the Wales-France rugby international earlier on in the year and cheered Rives's team to a hard-won victory. However, Rives's cheers were insufficient to lift the French drivers onto the winner's rostrum.

RACE BUILD-UP

Raceday comes, and the excitement increases. The air rings with whistles, horns, trumpets and the roar of engines in the pits.

The scene is set. There's the Johnny Walker squire in his red coat contrasting with the variously dressed girls. Each has her uniform, her sticker, or her financial supporter.

There are three hundred sandwiches to be eaten, as many bottles of Coca Cola to be drunk. Tee-shirts change hands for £3.50, shirts can be bought for £45. In the stalls area, there is limited space, and it's expensive. Racing is a business there; never mind the result, it's the profit that matters.

But fifty years of Grand Prix racing in Monaco is something to be celebrated, not to be forgotten. The Coupe du Cinquantenaire for old cars revived memories. Bugattis, Alfa-Romeos, Mercedes, Maseratis, Amilcars, ERAs, Talbot, names to conjure up the great days of racing. With or without helmet, the principle was obvious: race for the fun of it. The pioneers, before their successors, became the idols. They lived in a time of adventure, incertainty, there was romanticism in motor racing.

The spiritedly driven 1966cc ERA driven by Martin Morris was the winner. The car had never won on the circuit before, but to those who wait...

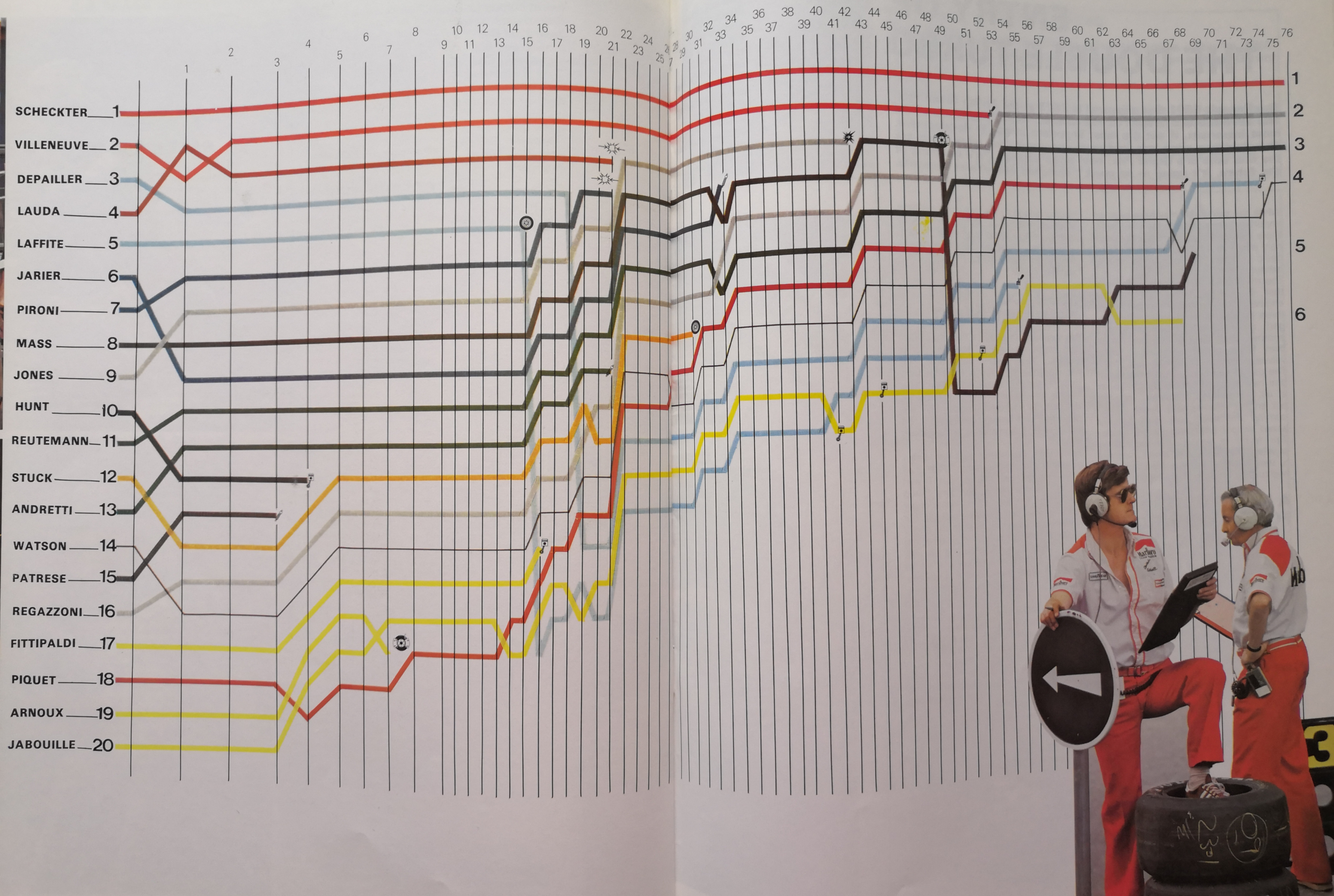
At the finish, the drivers paid their last respects to Amedee Gordini, who had died two days previously.

Prince Rainier and Princess Grace made their traditional lap of honour as their way of greeting the spectators, although it must have surprised some of the more class conscious that they drove in a four wheel drive Mercedes Jeep.

The Royal couple, as well as the public and scene, rather deserved another form of transport. At least it may have been a relaxed way of doing things, but it was a little surprising.

Everyone had taken their seats in the stands, the red light changed to green, Scheckter leapt ahead and stayed there, even though he won by just one length. The South African received another silver cup. They played the Monegasque national anthem, not the South African: maybe the South African is a native of Monaco now.

The race was good, in the balance, action-packed. Monaco had celebrated its fifty years of racing well, and more exciting Grands Prix will take place in the future on this little patch of land, where reality will confound chance ☐



Lap by lap ~ Giro per giro ~ Runde um Runde ~ Tour par tour ~ Lap by

ENTRY OF THE DOUBLE-TURBO

The Renault RS01 first appeared in 1977 at the British Grand Prix. The 1979 Monaco Grand Prix represented, for the Regie, one of the most important, if not the most important stages in development. They had two wing-cars, and more important, they were using, for the first time in a Grand Prix, twin turbo engines. *"It's the thing of the future, it's going to be good,"* enthused Jean-Pierre Jabouille.

While the twin-turbo may have been an important development for the Regie, there was nothing particularly revolutionary about is. It still employed the same basic principle as before: the use of exhaust gases to boost fuel feed.

The main point about the twin-turbo is that it pratically splits the 1500cc engine in two. It virtually consists of two three cylinder engines, each turbocharged, mounted at 90 degrees to one another. Each bank of cylinders hat its own turbo system: exhaust - turbo-valves, collector - exchanger.

The use of two boost circuits instead of one hasn't raised the weight of the car at all. *''Everything is smaller,''* pointed out engine man Bernard Dudot. *''Concerning the turbo, we have actually saved weight and gained more space. The turbo is lighter, the exhaust is smaller. On the whole, when it comes to weight, the system is the same with two turbo circuits as it is with one.''*

A NEW ROUTE FOR EXPLORATION

''It virtually consists of an accessory,'' said Bernard Dudot. *''We've scarcely changed anything on the engine itself, it's basically the same as it was before.''*

The use of a twin-turbo system has its advantages, nevertheless, especially in comparison to the old single-turbo system, particularly in the revs that can be used. With the single-turbo engine, the usable rev band, when the power comes in, was from around 8,000 to 11,000 revs. The double-turbo allows for a 2000 rev increase: 6,000 to 11,000. The turbo lag, which has so held up Jabouille, is also considerably diminished. *''The higher rev band is partially thanks to the turbo being smaller, there's less weight to accelerate from lower down,''* explained Dudot. *''It means the turbo gets going quicker. And then there are other reasons too, particularly in the engine.''*

''We'd certainly reached the limit of development on the preceding version when it comes to the turbo lag and the rev band,'' continued the French engineer. *''We've still got a lot of progress to make with the twin-turbo engine, There's a lot more to exploit now.''* The team of engineers at the Regie are of course helped by the fact that now have a lot of experience, thanks to working with the single turbo engine. *''But we're a long way off getting the new engine to the same standard as the old one,''* admited Dudot.

MONACO: DIFFICULT DEBUT

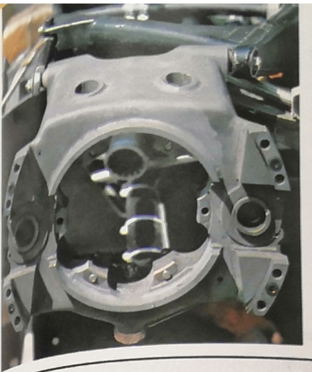
Monaco wasn't perhaps the best circuit on which to debut the twin-turbo engine. The twisty nature of the Monegasque track favours engines with lots of torque. Even with their new engine, the drivers had a number of diffulties. In a sense, Monaco may have been the least favourable circuit for the turbo, but it constituted an excellent test.

Jean-Pierre Jabouille in fact had a few problems with that rev band. *''First of all I tried short gear ratios, but I was quickly on the rev limiter, and I was changing gear too often. With longer ratios, the engine wouldn't pick up, but is was a lot easier to drive. In the end, I chose the longer ratios, in spite of the tight curves.''* Jean-Pierre said he was satisfied with the new engine. *''It's a lot better to drive the car with a double-turbo than when powered by the older version.''*

Gerard Larrousse admitted that his team had taken a certain amount of risk by racing the twin-turbo car so quickly. *''The engine and gearbox are going to be a lot more strained. Parhaps we're going to run into reliability problems again, which we'd sorted out on the old engine. But I was rather pushed into using the new twin-turbo engine so soon because our new wing-car was designed to use that engine, The rev band of the older engine in the new wing car wasn't really very good.''*

Engineer Dudot backed him up. *''We're rather going into the unknown. The tests on the brake were fine, but in those conditions, the speed is controlled, everything is stable. You can get installation problems when you fit a new engine into a car. And then when it's going round a circuit, it is subject to very different pressures and strains.''*

The Renaults' showing wasn't very impressive. Jabouille and Arnoux left Monaco looking forward to Dijon and trying to forget the last race. □



The adjoining illustration shows the simplicity of the uprights, completely open and made from a single casting fitted with double caliper brakes, naturally mounted outboard.

This system may increase the unsprung weight, but its advantage is to considerably clean up airflow under the car.

RENAULT TURBO

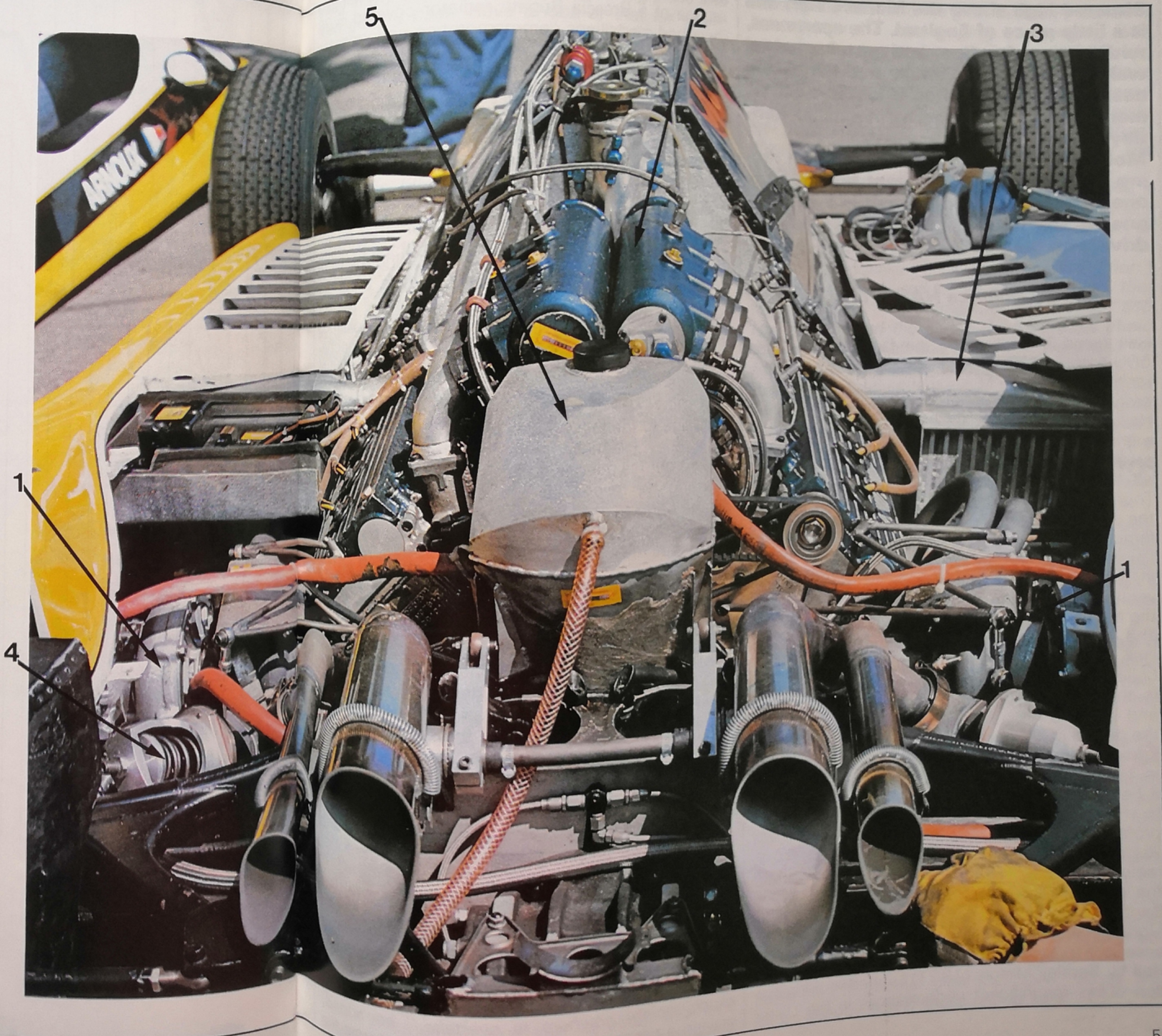
1. Two laterally mounted turbos. They're KKK manufactured, replacing the preceding Garett models.

2. The air intake.

3. The exchanger: a radiator to cool compressed air, which arrives at 180 degrees and leaves at 65 degrees.

4. Blow-off valve: it controls the boost pressure.

5. Oil catch tank.



AN EXPATRIOT'S VIEW

Situated high above the Monaco start line is a little piece of England. The apartment, with its wooden floor and pastel coloured walls is typically French but the Gallic design and construction is lost in a sea of memorabilia. Motoring memorabilia. Bentley style.

Monte-Carlo is famous for its resident racing drivers past and present but perhaps one of the least talked about is E.R. Hall, one of the last—if not the last—Bentley drivers on the 1930s.

by Maurice HAMILTON

Hall raced MG's winning the famous Brooklands 500 mile race and it was while he was practising for the 1934 Mille Miglia that he began his famous association with the Bentley marque.

Hall and his wife Joan, who acted as his trusty team manager and co-driver, used a Bentley for the practice runs around Italy and they were so impressed that they decided to adapt a Bentley for the Tourist Trophy race to be held later in the year on the famous Ards circuit in Northern Ireland. The famous 'Bentley Boys' era of the late twenties had finished when Bentley were bought by Rolls Royce in 1930 and Hall's racing was a strictly private venture although he did have full cooperation from the factory.

The Ards races were run on a handicap system and Hall never did beat the time penalty despite some brilliant drives in the three years he entered the race in the Bentley. He finished second in 1934, '35 and '36 and his performances are something that the people of Ulster remember to this day.

Eddie Hall's competition swansong was at Le Mans in 1950 with the Bentley and the following year in a Ferrari. He moved to Monaco in the late 1950s to retire from his career as one of the first professional racing drivers running his own team.

His apartment acts as a constant reminder of his racing days with drawings and photographs lining the walls and shelves. A massive model of his Bentley measuring some 2 feet long by 9 inches high dominates a table top and inside the glass case is a plaque reading: 'Presented to Mr. E.R. Hall by Bentley Motors (1931) Limited in appreciation of his magnificent performances in the Ulster Tourist Trophy races. On the opposite wall hangs a replica of a Brescia Bugatti radiator covered in 26 inscribed medallions commemorating performances in that model during the 1920s. Alongside is a photograph of Hall sitting on the back of his Bentley after the 1935 T.T. and drinking a glass of champagne. *"We didn't drink much then,"* he recalls *"but champagne was always acceptable after a race."* There are other photos of Hall hunched over the enormous steering wheel of his Bentley, urging the massive machine on with his tremendous reserve of skill and stamina.

On the floor lies a box of memories. Lifting the lid of the purpose made wooden trunk reveals the linen helmets he and his wife used on the Mille Miglia, the crankshaft and con-rods from his Brooklands winning MG and various other valves and mechanical bits and pieces that have some special significance.

Hall, now 79, has changed little since his racing days due to the fact he was as bald in the thirties as he is today. His movements are somewhat slower of course but his mind is no less active. On Grand Prix morning he rose at 5 am and went off to the Monte-Carlo market to buy fresh bread to cater for the impending invasion of friends and relatives who were due to watch the Grand Prix from his balconies.

By 2 pm the apartment was filling rapidly as Eddie reflected on the changing motor racing scene on the circuit below. Colourful seams of people laced the greenery of the rock of Monte-Carlo to the right and a chorus of whistles and cheers announced the fact that Laffite and Depailler were making their way towards the pit lane. As usual, the ratio of hangers on to workers in the pit lane was about 50 to 1 and the drivers were stopping every few minutes to sign autographs or have their photographs taken by shaky-handed enthusiasts. All the while the air was filled with the brash and incessant Marlboro and Johnny Walker adverts pumping out over the loudspeakers.

The scarlet Ferraris were pushed to the head of the pit lane, their bodywork gleaming in the sun. *"The cars are too clumsy these days,"* observed Hall, *"and I can't see how anyone can drive properly while lying flat on their back. Those wide tyres—they don't need 'em. The trouble is there is not much racing: nowhere to overtake,"* he added, waving a hand towards St. Devote. *"That was the thing in my day—choosing your passing place and then getting past. Have a look at that for example,"* he said turning to a magnificent drawing by Bryan de Grineau depicting Hall in his Bentley correcting a slide after having outbraked Brian Lewis' Lagonda at Ards in 1934.

"It's not quite right," he observed. *"I wasn't so far up on the pavement as that—but he's caught the moment well. I was having a real ding-dong battle with Lewis. I'll never forget it."*

Over on the harbour wall, a band struck up a naval march as officers and men from the USS Albany, riding at anchor in a Mediterranean, came ashore to watch the race. Their ship-to-shore transport returned to base through one of the most expensive marine collections in the world. If not the most expensive, certainly the most exclusive.

Meanwhile, members of another exclusive club were climbing into their cockpits in preparation for their 156 mile race. That figure is put into perspective when it is considered that Eddie Hall raced the 410 miles of the 1936 T.T. non-stop. It took him 5 hours and 12 minutes—and he finished just one minute behind the winner. Hall and his wife had fooled the opposition that year by installing an extra large fuel tank and then Joan Hall completed the ruse by readying a fuel churn at the appropriate time.

Hall was renowned for the horn fitted to his Bentley. 'One of the loudest ever made' was how one of the periodicals of the time described it and Hall made good use of the instrument. On one occasion in 1935, Hall blew the horn loud and long while approaching a back marker and the effect was such that the poor driver was so unnerved that he crashed into a sandbag and retired on the spot.

Back in 1979, the minutes ticked by and one by one the cars left the pit lane, the drivers flipping down their visors. The cars kicking out their tails under power on cold tyres. The two Ferraris first. Then Lauda followed by the Ligiers and the Tyrrells. Alan Jones and James Hunt.

"Hunt is too brash," Hall had said earlier in the day. *"I don't like the way he drives into other cars like that. A driver has to be delicate. You never saw Nuvolari or Campari or any of the others do things like that."* The cars returned to the grid, switched off and prompted another memory from Hall: *"I remember one year at about this time when we were watching the BRM mechanics pushing the cars onto the grid. Suddenly our door bell went and it kept ringing and ringing. We rushed to the door and it was Graham Hill. 'Quick, where's the loo?' he said and rushed in to relieve himself just before the start. We were very close friends and he and Jackie Stewart used to breakfast here after early morning practice. Graham always used to call and see us but we never see Stewart now..."*

Racing has changed enormously since BRM's heyday in the early sixties let alone thirty years previously when Hall was racing. Did any aspect of today's motor racing mean anything to him?

"No," he said shaking his head, *"not really. I don't feel the emotion I used to—except at the start, that never changes. I can remember my left foot and leg trembling on the clutch. I was always afraid that it would slip off and I might be penalised for jumping the start. I imagine it's the same today"*

The grid was cleared leaving a coloured pattern of cars dotted along Bvd Albert-I^{er}: green flag and off they went in fits and starts as drivers lunged forward in sudden bursts as they warmed their tyres. The two Renaults completed the cavalcade and then silence for a few seconds as they wound their way around the town and down to the sea front again.

Eddie Hall produced a stop watch that had obviously seen many years of active service. The time piece was mounted on a metal bracket which had been specially made to suit the dash board of Hall's Bentley. Surely he didn't have time to operate that as well?

"Oh yes," he confirmed, *"I was able to operate it without looking—just reach over and hit the button on the top at the start and finish of the lap. Then, when I had a chance, I would glance quickly at the time..."*

His voice was drowned by the gathering crescendo of revs from the starting grid below. Hall leaned forward and peered down at the grid as he imagined twenty feet balance delicately on twenty clutches. No national flags these days but little else has changed. The tension knotted the stomach. Scheckter made a perfect start but Villeneuve was slow off the mark. Depailler ran alongside on his right while Lauda screamed past on the left and dived into St. Devote ahead of the Ferrari. The rest charged into the funnel, seemingly hell on destruction. Up the hill and away. Silence again. Eddie Hall lit another cigarette, drew heavily and said, *"Bloody noisy, these racing cars."* ☐

WHY SCHECKTER HAD TO WIN

It's easy to say afterwards, but quite a lot of people were saying it before the race: Jody Scheckter had to win the Monaco Grand Prix. First of all, because he was driving a Ferrari 312 T4 fitted with Michelin tyres. Secondly, a tremendous advantage, because he was on pole position. Finally, and simply, because his name is Scheckter.

Before practice even, the name of Jody Scheckter was on everyone's lips. Without doubt, the tipsters prefered Ferrari to Ligier, and certainly there were no outsiders, except Williams perhaps. And of the two drivers, Scheckter was given the greater chance. Rightly or wrongly, considering last season, the little Quebec driver wasn't considered so at ease as his teammate.

Scheckter was the man to beat it seemed, at least according to popular opinion. But more certain than Scheckter, it seemed was the likeliehood of a Ferrari victory, for we mustn't forget the constructors Cup. The two T4s had already shown from on the only comparable circuit (but not at all similar), Long Beach where they'd strolled to an easy 1-2. Looking at the two tracks in parallel, it was therefore fairly logic to assume that the Ferraris had the best chance in Monaco, that they would be in front.

Before practice, we went and spoke to Mauro Forghieri, who smiled and shook his head, saying *''how can you possibly say that this is our race? Monaco is a very special circuit, and few cars finish here. It's a very demanding circuit. There are always a lot of retirements. I'll say this to you: when I see Jody or Gilles take the chequered flag, then I'll believe in a Ferrari victory.''* On reflection, despite Forghieri's reserve, the Ferrari 312 T4 certainly held all the cards.

Manoeuvrable, progressive, easy to drive: that's how the T4 semed to the drivers on its debut at the South African Grand Prix. Scheckter and Villeneuve said then that the Monaco and Long Beach circuits would be in their favour. At Monaco, Villeneuve added another factor in their favour: *''the T3 went well here last year, and the T4 is a better car. Well...''*

12 CYLINDERS: WHAT ADVANTAGE?

The second card in favour of the Italian cars: the engine. The tremendous torque of the Fiat 12, improved even more by a new exhaust system, would surely help the Ferraris to be quicker than the Ligiers, Williams, Lotus, all using the faithful Cosworth V8, less powerful (490 bhp against 515) and with less torque.

However, Gilles Vileneuve didn't think this was a valid point. After practice, he said *''the torque allows us to use five gears, but the Cosworths are also using five gears. I noticed that when following Cosworth engined cars that the drivers were able to use the same revs as I was using. And they changed gear at almost exactly the same places as I changed gear. So I don't think that torque is as greater advantage to us as you think. We have a larger rev band than the Cosworths, that's true, but we can't really use it. We have more power low down, but the Cosworth engine has at least as much as us in the middle of the band, and rarely use low revs on this circuit.''*

Jody Scheckter was the better judge of the situation in comparing the Ferrari engine to the Cosworth V8, for he had raced five times at Monaco using the V8. His opinion was voiced briefly and clearly: *''I think that the 12 cylinder engine is better,''* no discussion, no detail.

And after the car and the engine came the third important point: the tyres. In Long Beach, a circuit which puts as much strain on the tyres as Monaco, the Michelins had held up well, following up their 1978 success. The French tyres are even more efficient on the T4 as that car doesn't demand so much of them. So a certain amount off reliability was written into the form-book.

Last year, the tyre war was decided in favour of Michelin and Goodyear at alternate circuits, and Monaco, for the French firm, was one of their better races. Reutemann set fastest time in practice, and was one of the quickest in the race, but he was a lap behind having been delayed by an incident on the first lap. Certainly, the Argentine's tyres were going off by the end, but that was using the Ferrari T3.

Furthermore, it was important to remember that in eight starts so far this season, the 312 T4 had only failed to finish once, the sole retirement being when Villeneuve ran out of petrol when lying third in Belgium. So in terms of reliability, the Ferrari T4s had that to their advantage as well.

THE MAN FROM MONACO

So from the technical point of view, everything would seem to point to Ferrari. But which one? Here the human elements come into play. Gilles? They say he seems less happy driving on the streets of the Principality than those of Long Beach. *''It's true, Monaco is a more difficult circuit than Long Beach,''* said Gilles. *''It's not so easy to make up ground if you make a mistake. But I must admit I'm worried by this track.''*

But everyone predicting a winner had more confidence in Scheckter, as much for the way he had developed as for his record on the circuit: second in 1974 and 1976, first in 1977 and third in 1978.

Furthermore, Jody took pole position, confirming his place as favourite as well as consolidating it. Villeneuve was the faster during the first timed session, but had to concede a tenth of a second to his teammate during the second official session. *''My race car wasn't ready until late,''* said the Canadian driver. *''I just didn't have enough time, I only had a few laps. I did 1'26''52 during which I overtook Piquet, and despite the waved flags after Daly had gone off. The lap after, I was held up, but it was too late, my tyres had gone off. Otherwise I would have done 1'25''4!''*

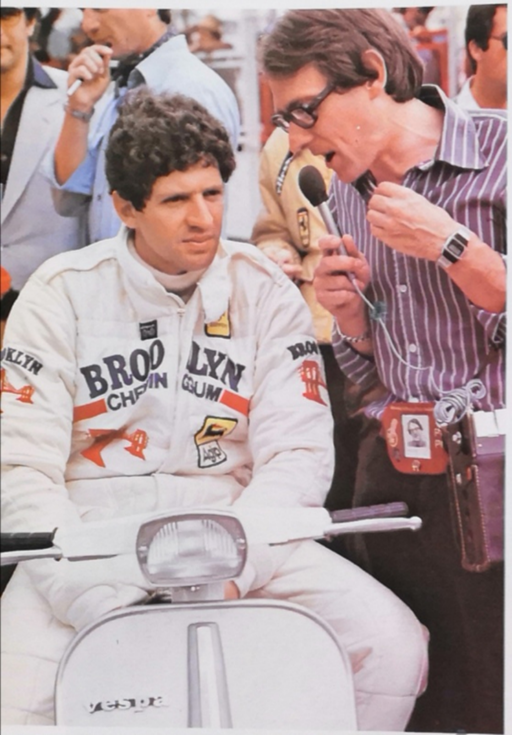
Scheckter set his time in the middle of the session, seemingly quite easily. *''I even missed a gear during my best lap, and I'm on pole position. I'm a pretty good driver, eh?''*

Apart from his own personal talent and the inherent superiority of his car, Jody had increased his chances of victory by putting himself on pole position. The grid positions are staggered in order to minimise a start line shunt, so the South African had a few yards lead over his teammate even before they'd turned a wheel. And that's a pretty good place to be at Monaco where overtaking is so difficult.

Provided he led from the start, Jody could count on Gilles Villeneuve behind him to protect him to some extent. Orders had come from within the Scuderia: whoever was in the lead stayed didn't try and get there, and the other by. Thanks to their relationship within the team, Jody and Gilles agreed. So in Villeneuve, Scheckter had a bodyguard who could protect him from the rest of the field. That was providing Ville– neuve didn't get the better start of course.

→

MICHELIN
Agip
FIAT
Jody Scheckter
11
MAGNETI MARELLI
arexons
brembo
CHAMPION
CH POZZI
JODY



Scheckter on scooter. It's his normal transport in the streets of Monaco.

Jody and the Scuderia understand one another better and better. They're beginning to look along the same lines.

PROBLEM OR NOT?

But Scheckter didn't give anything away at the start, nor during the race, nor did he give away victory either. But it wasn't as logical as it may have looked from the side of the track during the Grand Prix.

Alan Jones and his Williams certainly worried the two Italian cars. But Scheckter still benefited from Villeneuve's protection, keeping the door closed on the Australian. The Williams threat disappeared when Jones damaged his front suspension. Then it was Regazzoni's turn to turn up the wick, and benefiting from the many retirements, he was able to climb through the field up to second place. He really came charging up behind Scheckter towards the end of the race, and too late the Swiss managed to get right in behind the Ferrari, now no longer protected by Villeneuve. But it was in vain for Regga, Scheckter won it.

Had Scheckter's tyres gone off at the end of the race, which allowed Regazzoni to catch up? Or was Jody just preserving his machinery so as to avoid the same ort of mechanical breakdown that had robbed Villeneuve? *''I didn't see Jody after the race''*, said Michelin man Pierre Dupasquier. *''On the other hand, Jean-Pierre Jabouille and Gilles Villeneuve had no complaints about their tyres when I saw them.''*

But Jabouille was slowing at the end of the race, and Villeneuve didn't cover the last third of the distance, so Scheckter had used his tyres more than either of them.

But one way or another—tyres going off or slowing up for fear of mechanical breakdown—Jody had had a near perfect race. He deserved to win. He'd fulfilled his contract.☐

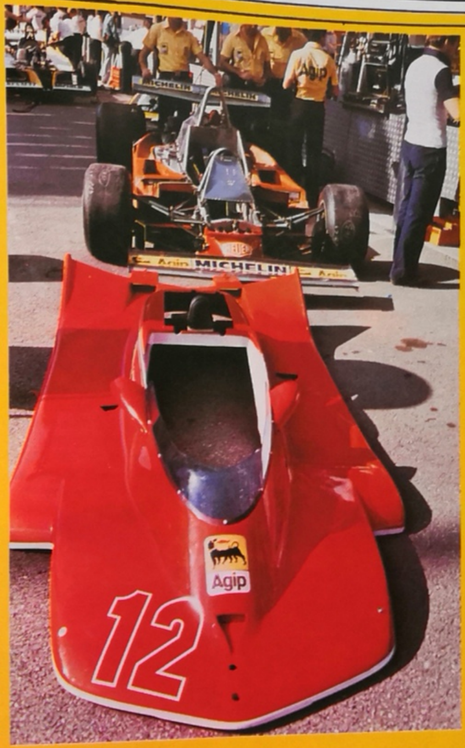
E.B.

SCHECKTER: HALFWAY THERE

So the first half of the season has ended with Jody Scheckter taking two consecutive victories. With his two second places in South Africa and Long Beach, he now has the most points in the championship. If Jacques Laffite is to become World Champion, he must score seven more points than Jody during the second half of the season. The job is more difficult for Villeneuve, Depailler and Reutemann, who will have to score eleven more points than the South African. If the old system of scoring was still in use, Reutemann would be second with 25 points, in front of Laffite, Depailler and Villeneuve.

FERRARI SEFAC

Ferrari 312 T4/040:
Jody Scheckter (ZA)
Ferrari 312 T4/039:
Gilles Villeneuve (CDN)
Ferrari 312 T4/038:
Spare



The Ferraris were modified for Monaco in two different ways. first of all the forward wing position, mounted between the rear wheels and already seen at Long Beach, was being used on both cars. The advantage theoretically was to give greater downthrust for the least drag, and there's no doubt that the Monaco circuit calls fora lot of downthrust. Secondly, the engines were fitted with a new exhaust system designed to increase the torque at low revs which would help the cars pull out of hairpins and slow corners.

However, it was with the normal, rear mounted wing that Jody Scheckter set his fastest time during the first qualifying session. Gilles Villeneuve, on the other hand, said *''My car is twitchy through the chicanes with the forward mounted wing, although at Long Beach it was rather more vicious.''*

On the Saturday, both cars were fitted with the forward mounted wing. In the morning, Gille's session was brought to a halt by a leaking fuel tank, so he had to use the spare car. *''I didn't really like its handling; the springs aren't the same. I much prefer my race car,''* he admitted. After a new fuel tank had been fitted, Gilles went out for a last try to beat Scheckter's time. The latter had four different types of qualifying tyre to try, but after trying them without problems, he tapped a guardrail and upset the steering.

During the warm-up, Scheckter took things easily while Villeneuve went very quickly and ultimately blew his engine. However, the Ferrari mechanics managed to change it in time for the race.

Thanks to their positions at the front of the grid, the two Italian cars were able to take off straight into the lead, and stayed in front despite challenges from both Williams. Villeneuve was let down by his transmission, but Scheckter managed to hold on to win.

SAUDIA WILLIAMS

Williams-Ford FW 07/03:
Alan Jones (AUS)
Williams-ford FW 07/02:
Clay Regazzoni (CH)
Williams-Ford FW 07/01:
spare

It was extremely promising race for the Williams team. Their weekend in Monaco, however, wasn't absolutely perfect, for practice disrupted by various problems. On the Thursday morning, Jone's engine misfired, and furthermore, the Australian was troubled by front brake vibration. More seriously, he went off into the guardrail at the swimming pool. The monocoque wasn't repairable there and then, so he used a spare car which fortunately arrived from England on Friday. Regazzoni, on the other hand, found his car understeering during the first qualifying session, but was optimistic. Furthermore, he'd set fourth fastest time despite handling problems.

Clay's optimism wasn't realised on the Saturday. None of his qualifying tyres suited him on Saturday afternoon. Furthermore, he wasn't happy with the car's handling, he found it unstable: *It jums a lot in the corners.''* Alan Jones went well on Saturday morning considering he hadn't set up his spare car. Some of the other teams thought that he was using qualifying tyres. *''Certainly not, they're just slightly softer race tyres,''* replied Jones. The afternoon session was again interupted, for the Australian driver hit the guardrail at Tabac while trying to pass Elio De Angelis and damaged his front suspension.

The race, of course, was livened up by the two Williams, who were Ferrari's two main challengers.

MARTINI
LOTUS
ESSEX
GOODYEAR

MARTINI RACING-TIMES LOTUS

Lotus-Ford 80/1:
Mario Andretti (USA)
Lotus-Ford 79/2:
Carlos Reutemann (RA)
Lotus-Ford 79/5:
Andretti's spare
Lotus-Ford 79/4:
Reutemann's spare

Carlos Reutemann has without doubt been one of the best drivers since the beginning of the season, but at Monaco he made his first mistake of the year, hitting the barrier and irreparably damaging his race car's monocoque. So he had to use his spare car instead, but suffered pain in both his hand and neck, and complained of the spare car's lack of grip. However, he went well in the race, taking a flattering third place, despite a broken exhaust.

Mario Andretti's efforts with the Lotus 80 didn't really encourage the Lotus team at Monaco. The car was obviously too long for the Monaco circuit, so tight and twisty, and requiring a good manoeuvrable car. The reigning World Champion was never particularly pleased with the 80, and like Carlos, complained of a lack of grip. During the race, Mario followed his teammate's 79 until the suspension broke heralding reitrement. He's looking forward to driving the second 80, which will be a development of the current car.

PARMALAT-BRABHAM

Brabham-Alfa Romeo BT 48/4:
Niki Lauda (A)
Brabham-Alfa Romeo BT 48/3:
Nelson Piquet (BR)
Brabham-Alfa Romeo BT 48/1 and 2:
spares

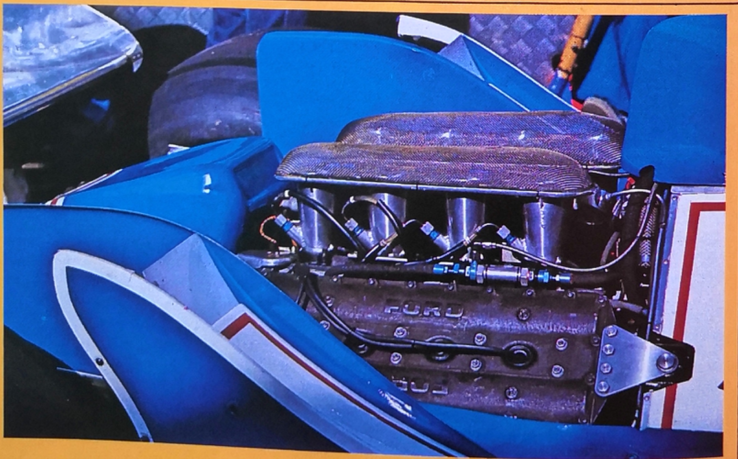
Brabham's designer Gordon Murray wasn't expecting any miracles in Monaco from his BT48s. Sure, the cars are being developed in parallel with the BT48B which we wonder if we'll ever see... *''But we still have to test the B before racing it, and we haven't got the time. As we know the first version better, we might as well race it,''* explained Murray. The long BT48 risked being uncompetitive to such an extent that the Brabham team actually considered bringing out the old BT46s which are more compact and manoeuvrable. *''Unfortunately,''* said Murray, *''the suspension geometry on the BT46 isn't suited to current tyres, and we didn't have the time to change it.''*

In spite of everything, Lauda set a superb practice time which put him on the second row of the grid. Piquet wasn't well and pretty unhappy, an oil leak stopped his Thursday practice, and he had to use the spare on the Saturday as his race car's engine was down-on-power. Lauda retired when Pironi hit him. As for Piquet, the gearbox robbing him of a deserved fourth place, only a few laps from the finish.

ALFA ROMEO
6
jordi exotiq monA

LIGIER-GITANES

Ligier-ford JS 11/02:
Jacques Laffite (F)
Ligier-Ford JS 11/03:
Patrick Depailler (F)
Ligier-Ford JS 11/04:
spare



The Ligier drivers' hands waved about all weekend explaining their problems. The problem was wrists. Patrick Depailler was suffering from the bruised wrist bone he damaged when he went off the track during the Belgian Grand Prix. But, unexpectedly, it was his teammate Jacques Laffite who was suffering the most; he had a strained wrist tendon coupled with water on the wrist which hurt him considerably throughout practice. An by chance, it was in each case the wrist that would have to change gear a few thousand times during the weekend. Nevertheless the French drivers' health improved steadily from Thursday to Sunday, and even though they weren't in the best physical state, Jacques and Patrick started the race determined to defend their positions in the championship.

Technically speaking, apart from a new chassis having been built, the cars had slight aerodynamic modifications. High side plates with a small flap were fitted at the end of the side pods in front of the rear wheels to divert more downforce onto the rear wing. *''We are trying to get as much downforce as possible on a circuit which doesn't really allow a lot of downforce, because the speeds are so low and downforce increases with the increase of speed,''* explained Ducarouge. Although the rear side plates were taken off. The centre part was retained. The alteration was made on the Saturday.

Jacques Laffite and Patrick Depailler opted for different set-ups on their cars, Patrick going for the method which was so successful last year on the Tyrrell 008. *''The thing is to make the car easy to drive. You don't necessarily sort it out in the same way as you do on other circuits, technically, you may go in the opposite direction,''* he said.

The two Ligiers were obviously among the quickest cars on the track, as they demonstrated lap after lap. Laffite pulled back half a lap from the (admittedly unworried) Ferraris after his pit stop., and Depailler set fastest lap once he'd got past Watson.

CANDY-TYRRELL

Tyrrell-Ford 009/1:
Didier Pironi (F)
Tyrrell-Ford 009/3:
Jean-Pierre Jarier (F)
Tyrrell-Ford 009/4:
spare

Candy
4
GOODYEAR

The Tyrrell team won't want to remember their Monaco Grand Prix. Although Jean-Pierre Jarier had a good race, it was fruitless in the end, while Didier Pironi was at the centre of the action—mainly causing it. A weekend to forget.

Jean-Pierre Jarier admitted on Thursday morning that he wasn't really on form, but in the afternoon he bounced back and set sixth fastest time. Pironi was less happy after hitting a barrier. The monocoque was damaged and he had to use the spare from the on. *''It's a shame,''* said Didier, *''my race car was well set up, it was easy to drive and handled well.''*. Didier discovered that the spare understeered coming into tight corners during the last qualifying session. It was a question of springs. On Sunday morning, using the springs that had been fitted to his race car, Didier found the car to his satisfaction. Equally, Jean-Pierre Jarier was delighted with his 009.

During the race the tyrrells went well, but neither finished: Jarier's suspension broke and Pironi ultimately crashed having been too impatient during the earlier part of the race, obviously under the impression that he could go a lot faster than those in front of him.

RENAULT-ELF

Renault RS 12:
Jean-Pierre Jabouille (F)
Renault RS 10:
Rene Arnoux (F)
Renault RS 02:
spare

Jean-Pierre Jabouille's problem during practice was that he virtually didn't have any practice. On the Thursday, both Jabouille and Arnoux were sidelined when the wheel studs broke. Michel Tetu left hot-foot for Paris to have some stronger parts made, but the second day of practice wasn't any better for Jabouille. In the morning, he went in the wrong direction when making aerodynamic adjustements, went back to standard again for the afternoon, but stopped out on the circuit after four laps with second gear broken. Non-qualifying loomed, but he scraped in.

Rene Arnoux wasn't a lot better off during the practice sessions. Adding to his problem with the wheel-stude was a loss of turbo pressure on Saturday. A cracked exchanger was the cause.

The Renaults' race was hardly filled with glory. Arnoux's brakes suffered indirectly from a coming-together with Nelson Piquet. Jabouille kept going to the finish, but wasn't classified following frequent stops to check the turbos which were rapidly losing him power.

RENAULT elf
elf
16
RENAULT
TISSOT
MICHELIN

SAMSON SHADOW

Shadow-Ford DN9/28:
Jan Lammers (NL)
Shadow-Ford DN9/38:
Elio De Angelis (I)
Shadow-Ford DN9/78:
spare.

Lammers had his regular car at Monaco, but De Angelis had a new monocoque to replace the car which he crashed spectacularly at Zolder. The latter was quick on hard tyres on the first day and was satisfied with his 18th fastest time, and reckoned he could do better. He won a set of qualifyers, but didn't know how to benefit from them. *,,I had to get used to something new: on qualifying tyres, you have to brake later, you corner faster. To discover these new limits, you have to use them a lot, but in three laps, they're finished.''* Help up on his fastest lap, De Angelis could only set the 21st fastest time, preceding his teammate, who didn't have qualifying tyres. The two Shadows, heavy, cumbersome and not very manoeuvrable stayed in the paddock on raceday.

ATS WHEELS

ATS-Ford D2/03:
Hans Stuck (D)
ATS-Ford D2/02:
spare.

If there's one circuit that demonstrates the talents of certain drivers, it's Monaco. When Hans Stuck had a front-running car—the 1977 Brabham-Alfa Romeo—not so long ago, he showed that he had that talent. With,the ATS, Hans is making progress, but it's still not that quick. Furthermore, unluckily, Stuck had to use his spare car during the first day of practice after his better car's engine broke after a few laps.
So he had to drive the spare in which he set a time that scarcely did him justice. On the Saturday things went much better when he was back in his normal car, and on hard tyres, he slotted the ATS between the two Lotus of Andretti and Reutemann, twelfth on the grid!
During the race, Hans had his work cut out to hold off Regazzoni. But he managed well enough, to the extent that Clay dropped back a little. But after Clay had finally succeeded in getting past, a wheel nut came off the ATS entering the swimming pool area, the wheel (ATS of course) flew off and knocked down a lamp post. Stuck's chances flew away with it. He was eight at the time, behind Regazzoni who went on to be second.

Marlboro
Castrol
GOODYEAR
7

MARLBORO TEAM McLAREN

McLaren-Ford M28/2C:
John Watson (IRL)
McLaren-Ford M28/2B:
Patrick Tambay (F)
McLaren-Ford M26/7:
spare.

A new car—another!—for Watson (the M28C, a development of the M28B now entrusted to Tambay) gave some new hope to the team, even though the new car was but a shadow of the old one. The M28C was noticeable from its older sister by the narrowness of the monocoque at the front, designed to help the side pods work better. Equally the rear end was rather smaller than before. Watson found his new car more efficient going into corners, got more reaction from it, and reckoned that the traction was improved too. *"But that could be just because of the circuit, which is very good at misleading you,"* he said. He showed some progress by setting 14th fastest time.
Patrick Tambay, on the other hand, once again was disappointed not to qualify for the second consecutive race. Poor Patrick was optimistic after finally having been able to test at the beginning of the week at Circuit Paul Ricard, but first of all Patrick stupidly suffered from running out of patrol, and then, at the critical moment, the gearbox jammed.
In the race, Watson showed extreme unwillingness to let Depailler past, for the Frenchman tried for more than 40 laps! Thanks to the amazing retirement rate, Watson finished in a flattering fourth plac

TEAM MERZARIO

Merzario-Ford A3/03:
Gianfranco Brancatelli (I)

Arturo was plastered to the elbow of one arm following a fall down the stairs at his workshop, so entrusted his car tc Gianfranco Brancatelli, now free to drive following Kauhsen's withdrawal. The young Italian never got further than pre-qualifying. In order to gain one of the two places available for the official qualifying sessions, he had to beat either Jochen Mass or Hans Stuck. He didn't manage it—certainly his inexperience with the car didn't help.

COPERSUCAR
EMERSON

OLYMPUS-WOLF

Wolf-Ford WR7:
James Hunt (GB)
Wolf-Ford WR8:
spare.

James prefered the older of the two cars, supposedly identical, to drive on the twisty Monaco circuit. It seems that car is more suited to certain circuits than to others, and he set the tenth fastest time with it, a position that is becoming somewhat habitual. Yet it is more thanks to his personal talents than to the quality of his machinery that he is so far up the grid, but rumour has it that Walter Wolf is not happy with the Englishman.
James was at least more co-operative than Peter Warr, who refused to give any technical details of the car: *There's no reason why I should tell you, that would be giving away information to our competitors."*
Hunt was shut in at the start, and came round 13th after the start, but on the fourth lap, he had to retire when the engine ,blew up on the way up to the Casino.

COPERSUCAR-FITTIPALDI

Copersucar-Ford F5/1:
Emerson Fittipaldi (BR)

One of the sensations of the first day of practice was the lap time set by the indefatiguable Emerson Fittipaldi. It must be said that the qualifying tyres hadn't yet arrived at the circuit. Some people tried to spread evil rumours that Emerson was using a set of qualifyers, that the Goodyear men had forgotten to take back at the preceding Grand Prix. Emerson calmly praised designer Caliri who had returned to the fold and who tenaciously worked on the old Copersucar and sorted it out for the Monaco circuit.
On the Saturday, Fittipaldi unfortunately couldn't improve his time as broken transmission quickly cut short his practice session. Finally he qualified on the penultimate row, and ran behind Watson, inheriting tenth place before retiring with a broken engine.

STADE NAUTIQUE
CASINO
SAINT ROMAN
JARDIN EXOTIQUE
OLYMPUS

WARSTEINER-ARROWS

Arrows-Ford A1/06:
Riccardo Patrese (I)
Arrows-Ford A1/05:
Jochen Mass (D)
Arrows-Ford A1/04:
spare.

If you weigh up the performance-available material ratio, then the first prize should surely go to Jochen Mass. The Arrows team are putting everything into their new car, but they prefered to run the current cars at Monaco. They're old, heavy, cumbersome, and not very efficient aerodynamically in comparison to the current wing-cars, yet they seemed very good on the Monaco track. Certainly their design, which give good downforce, but bad straightline speed, helped. Mass and Patrese were 14th and 16th after the first timed session, seemingly fairly happy.

But Jochen was to do even better on the Saturday, for using a set of qualifyers, he set a tremendous eight fastest time, which put him higher up the grid than Jones, Hunt, Reutemann, Andretti among others!

''However,'' said Jochen, *I didn't notice a great deal of difference between the race tyres and the qualifiers...''* He explained his performance by saying that the cars are good on twisty circuits, as they've already shown at Long Beach and to a lesser extent at Zolder.

''And of course,'' he went on dry humouredly, *''I live around here, so I know all the time-keepers!''*

And once again Jochen found himself further up the grid than his teammate. But Riccardo didn't seem to have the same enthusiasm, frustrated that he still doesn't have a car that will allow him to run at the front. He was only fifteenth fastest (83 hundredths to be precise behind Mass) but all the same, it was higher up than Regazzoni, Fittipaldi, Piquet, Arnoux and Jabouille.

The pattern of the race helped, but the two drivers were consistent and careful, slowly driving up through the field. Riccardo would have finished well but for a tap on the third lap which bent the front suspension. Jochen, on the other hand, drove tremendously, compensating for his car. You had to see him balance the car in a long slide through Casino square, lap after lap, demonstrating precision, sensitivity and courage. Those who did battle with him were generally better equipped than he. First of all it it was Jarier who was jostled by his teammate Pironi at the start, the younger Frenchman dedidedly stirred up this weekend. Jarier tried to get by Jochen for 32 laps before finally succeeding thanks to a tremendous overtaking manoeuvre, helped by the excellent brakes on the Tyrrell.

But as Jarier had to retire a lap later, Jochen got back his fourth place. Then it was Regazzoni's turn to have a go at the Arrows. It was another duel as fraught as the last, but quickly decided: a brake scoop came off the Arrows, and the cooling to the discs wasn't sufficient. Jochen had to pit, and restarted in last plast.

All the same, he succeeded in catching a slowing Jabouille, overtaking him and finally taking a sixth place which didn't really reflect the effort he'd made during the week-end.

TEAM ENSIGN

Ensign-Ford MN179:
Derek Daly (IRL)
Ensign-Ford MN08:
spare.

The talented Daly was again driving the Ensign wing-car, slightly modified in the classic Lotus 79 sense, but Daly did only a few laps, suffering from handling problems and a misfire. Furthermore, in the second qualifying session, he found himself without rear brakes, locked his fronts and hit the guard-rail. And after Jarama and Zolder, it was the third consecutive non-qualification for the fiery Irishman.

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